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WAR ANALYSED.

SUN CHUAN-FANG'S ATTITUDE.

A QUALIFIED NEUTRALITY.

Some extremely interesting observations on the war situation in Central China are made by a writer in the *Shanghai Times*, in the course of which he mentions a story of a reported agreement between General Chan Kai-shek and General Sun Chuan-fang.

The writer says he is doubtful of the attitude of General Sun, and continues:—Recently he reiterated his often-declared policy of neutrality in these words: "I have all along aimed at preserving my territory and safeguarding my people. Owing to the attack on Hunan it is very much to be feared that the province of Kiangsi may be involved, thereby causing a breach of the peace. I am, therefore, obliged to send reinforcements to strengthen the defences there; but if I am not attacked, I shall not attack anyone. This is my earnest policy from which I shall never deviate."

This declaration is explicit enough, leaving no room for doubt as to the Tupan's intentions. These words also tend to confirm a declaration he made on a former occasion that he intended to maintain his independence and jealously guard his territories.

WILL SUN JOIN WU?

The natural question is: what of the others and the welfare of the rest of the country? Is his friend and colleague Marshal Wu to be left to fight a difficult battle alone without any support?

The writer says the agreement proposed by General Sun to the Southern commander lays it down that, provided the latter keeps clear of the borders controlled by the former he may go in peace. But should Canton encroach on the districts under the authority of the representatives of law and order, then the invading force will meet with the chastisement of Sun. It may go and work its will on the more distant Hunan, and it will not meet with any obstruction from the forces of the ruler of the five provinces.

Whether this compact is a happy one must be left to the revelation of time. To the outsider who can only judge superficially, without knowing the conditions and circumstances that direct policy, it does not seem a satisfactory position to be in. The bystander, naturally, looks at the problem from a national, rather than from a local point of view. He considers the policy from a national point of view rather than from the protection of merely five provinces. From this standpoint the policy of neutrality seems shortsighted and futile. But, then, it must be remembered on the other hand, that the Northern command is not governed by any central unity, but by several chiefs, each of whom has to look after his own interests and secure his own position.

WHAT IS WU FIGHTING FOR?

In the opinion of many Chinese Marshal Wu is fighting the policy of a nation. He has always done so, perhaps more than any others who figure on the national stage to-day. After a partial triumph in the north he hastens to meet the divisive forces in the south. Ignorant of the forces at his command, and how far he is equipped with munitions of war, it is not possible to surmise his chances of success. Chinese publicists, except those who hope for the success of the Kuomintang, scout the idea of the final triumph of General Chiang in his present enterprise. This may be the underlying thought in the mind of General Sun in shaping his policy of neutrality.

(Continued on Page 10.)

THE LATEST CANTON CLAIMS.

REPORTED DEATH OF WU PEI-FU.

"RED" CELEBRATIONS.

According to Chinese reports, Canton's latest claim in regard to the war operations in Central China is that the Northern Expeditionary Army on the 1st instant took Marshal Wu Pei-fu and Staff prisoners, but this report has been in no way confirmed. Nevertheless, a celebration was held in Canton on the 2nd instant in honour of this "success."

A communique issued by the Canton Information Bureau yesterday states:

"A telegram received to-day from a responsible quarter in the North states that Marshal Wu Pei-fu died of wounds received while trying to rally his troops in a great battle for the Wuhan cities, occupation of which is now definitely admitted by the anti-Nationalists."

This report still lacks confirmation.

In honour of the reported fall of Wuchang, the Kuomintang City Headquarters gave a reception on September 1st to Canton merchants. Mr. Kan Kum Shek, in his capacity as Chief of the Merchants' Division, received the guests, but not many attended.

Further Kuomintang reports state that Feng Yu-hsiang, the "Christian General," who has just been admitted to the Kuomintang as a comrade of the inner circle, has regained control of his territory, including Nankow Pass and Kalgan. Confirmation is, however, lacking.

Friends of Mr. Sun Fo, the son of the late Dr. Sun Yat-sen, who has been frequently mentioned for the post of Mayor of Wuchang, are not ready to say when Mr. Sun will make his departure or whether he will do so at all. So far M. Borodin is not believed to have approved of the recommendation of Mr. Sun's admirers.

MORE THEFTS.

TWO EUROPEANS ROBBED.

Three more larcenies were reported to the police yesterday.

Staff Sgt. A. Roney, Military Detention Barracks, reports that between 1 a.m. and 6 p.m. yesterday someone entered his bedroom at 5a block, Kennedy Road, and stole from an unlocked box a watch, valued at \$16, one general service medal, and one Delhi Durbar medal.

Mr. Stapleton, living at 41, Humphreys Buildings, Kowloon, was the victim of a theft from his car while it was parked at the Star Ferry on the Kowloon side. It appears that one bulb rubber horn, value not stated, was stolen from the car between 2.30 and 5.30 p.m.

A Chinese armourer, employed by Mr. Gray, Talkoo Docks, and residing at the Summer Quarters, Mount Parker, has reported that sometime between 4.30 and 6 p.m. yesterday someone stole from a locked box one gold finger ring, value \$10, and \$70 in notes.

WORLD COURT.

AMERICA AND HER RESERVATIONS.

Washington, Sept. 3. Keen official interest is being taken in every utterance in the discussions at Geneva in connection with the United States' reservations for joining the World Court.

It is noteworthy that two of the Senators who voted in favour of joining have announced that they now oppose joining even on the Senate's terms.—*Reuter's American Service.*

WEARY WAR LORD.

WU PEI-FU'S ARRIVAL IN HANKOW.

BEFORE WUCHANG FELL.

In view of the reported deposition of Marshal Wu Pei-fu from his Command, it is interesting to note that the accounts of his recent arrival in Hankow from Peking spoke of his having presented an appearance of being unutterably weary. A Hankow message of August 26th gives the following account of the arrival:

Marshal Wu Pei-fu, Commander-in-Chief of the Allied Forces against the Reds, arrived at Hankow yesterday afternoon at five o'clock.

Two gigantic pillbox had been erected on both sides of the Shun Li Men Station of the Peking-Hankow Railway, where the Marshal's train drew in, bearing glowing words of welcome formed by huge clusters of electric lights. Flags were flying everywhere, with blunting and streamers, and hundreds of the city's most important business and official personages were constantly passing under the pellow in motor cars and Shun Li Men station to the Ja Kia Tun headquarters to await the arrival of the Marshal.

Row upon row of soldiers with fixed bayonets lined the railway north and south of the station, and no-one was allowed to loiter in the station enclosure. From the Shun Li Men station to Ja Kia Tun headquarters a solid line of armed soldiers guarded both sides of the road, while within the courtyard of the headquarters was stationed a platoon with arms stacked.

GREETED BY FIREWORKS.

At five o'clock the Marshal's special train drew into the station, and he was met by the Governor of Hupeh, General Chen Chia-mo. His arrival at headquarters was announced by a short burst of fire-crackers, at the sound of which the platoon in the courtyard took arms and stood at attention. Half a minute later two motor cars sped around the curve into the Ja Kia Tun enclosure, in the first one Marshal Wu Pei-fu, and following immediately behind, General Chen Chia-mo. The Marshal's personal bodyguard of six men lined the running-board of his car, three on each side, while two of his officers occupied the motor car seat with him, the Marshal sitting in the middle.

The Ja Kia Tun headquarters were decorated with bunting and flags, and in front of two immense national flags crossed at the step of the building waited a delegation of Hankow's most prominent citizens wearing badges woven into flower designs, bearing inscriptions of welcome.

The Marshal's car drew up. He stepped out, saluted the gathering, and smiled wearily. He was tired and worn, and the stress of sleepless days and nights of his trip from Changsin to Hankow showed upon him plainly. His face was pale and the tinge of red which usually colours his cheeks was gone. His bodyguard distributed themselves about the entrance to the building and the Marshal entered the main waiting hall and took his place at the head of the table, where he spoke a few words of welcome and asked his guests to be seated.

MARSHAL WORN OUT.

He was unutterably weary, and after but one or two minutes announced that he would make appointments with those who wished to see him to-day. He rose and mounted the single flight of stairs to his office above, and without rest immediately plunged into the great task of outlining the Red forces from this territory. Conferences at headquarters lasted through the afternoon and evening of yesterday, and as a result the total force of the Allies will be placed in the field at once to drive the Southern troops back.

Marshal Wu brought with him two divisions (twenty thousand men), and three more divisions of Allied soldiers will arrive here before the end of this week.

HEAVY FOG IN THE CHANNEL.

JAPANESE STEAMER IN COLLISION.

OTHER CASUALTIES.

Rugby, Sept. 3.

Traffic in the Channel has been impeded by a heavy fog. Collisions occurred between the Japanese steamer *Andes Maru* and a small naval vessel, slight damage resulting, and the steamer *Kurdistan* and the French vessel *Caffanes*. The latter is reported to be sinking, the crew having been saved by the *Kurdistan*.

The steamer *Volumina*, of Glasgow, went ashore after a collision with the Dutch steamer *Djambi*, but the *Folkestone* lifeboat, which went to her assistance, was not required.

Cross Channel steamers are much delayed.—*British Wireless.*
London, Sept. 3.
In connection with the collision between the steamer *Volumina* and the Dutch vessel *Djambi*, a Dover message presumes that the latter vessel has proceeded to London.—*Reuter.*

A SPELLING LESSON.

IT MUST BE "WHITEHALL."

SAYS SO.

"Hongkong" is wrong—again.

It is notified for general information, in the *Hongkong Government Gazette* this morning, that under instructions received from the Secretary of State for the Colonies, the forms "Hong Kong" and "Kowloon" are to be adopted as the official spelling of names of these two places.

For years we have been repressing a smile, for one does not smile at ignorance, on receiving letters from Home addressed "Hong Kong" and on observing English newspapers committing what we thought to be a mistake.

The signature of Mr. L. S. Amery to the notification now made shows that "the laugh is on us," as the Americans say.

Hongkong (or Hong Kong) folk have been wrong for about 75 years it seems, and so we are given this lesson in the proper spelling of proper names.

The only suggestion of consolation is the fact that the local Government still retains the one-word spelling of Hongkong in the title of the publication in which the notification is printed.

"Hongkong" will prove itself right one of these days, perhaps, however strong the prejudice.

BARRED RUSSIANS.

T. U. C. COMPLAINS AT EXCLUSION.

London, Sept. 3.

The General Council of the T. U. C. has privately discussed the Home Office's refusal to grant visas to the Russian delegates to the Congress to be held at Bournemouth next week. The Council is drafting a resolution "protesting at the Home Secretary's interference with the legitimate international activities of the Trade Union movement."

The Secretary of the Council has stated that while the Council is in no wise satisfied with recent developments in the Anglo-Russian Committee and regard certain criticism as reflecting on the Council's action, at the same time that will not influence their international relations in respect of receiving fraternal delegates from a foreign country.—*Reuter.*

LEAGUE COUNCIL.

MOVE TO APPEASE SPAIN.

CHINA'S FUTURE CLAIM.

Geneva, Sept. 3.

The Committee investigating the future composition of the Council of the League of Nations unanimously passed its report to the Council and adopted a special resolution submitted by Viscount Cecil recording the efforts of the Committee to give satisfaction to Spain by facilitating her election to a non-permanent seat through its recommendation, to create eligible seats on the Council which would enable the holders to remain members for an indefinite period, limited only by their ability to retain the confidence of their fellow-members in the League.

SECURITY OF TENURE.

The resolution adds that in order to give these seats dignity and security, nomination thereto shall be made by special vote of the Assembly, while to avoid any impression of insecurity of tenure of the seats, the Committee withdrew the proposal as regards the power of the Assembly to order a general re-election for all non-permanent seats, a point on which Spain is understood to have expressed anxiety.

M. Motta, the President, in a speech terminating the labours of the Committee, said the admission of Germany into the League with a permanent seat on the council was now beyond doubt. He hoped Brazil would eventually return to the League.

So far, nothing has been heard from Spain as regards her future attitude to the League.

Paris newspapers fear that the League will henceforth be dominated by Germany.—*Reuter.*

REPORT APPROVED.

The report of the Committee on the composition of the Council was finally adopted by a sitting of the full Committee, including the Spanish member.

The report states as regards Poland that the Polish representative, while not desiring to obstruct unanimity on the whole scheme, felt he must make reservations to the article relating to qualification for re-eligibility.

The Chinese representative declares that he supports the claim of Spain, while reserving the right to again submit China's claim to a permanent seat as soon as circumstances permit.

The Polish representative equally recognised Spain's claim, and, while upholding Poland's claim, was ready, in the present political situation, not to oppose a solution capable of solving the crisis in the League.

SPAIN'S POSITION.

Finally, the Spanish representative, in upholding Spain's claim, declares that he will refer the situation to his Government.

In conclusion, the report declares that modification in the draft regulations on the composition of the Council will enable the Assembly to keep in view special claims of States to be represented on the Council during a prolonged period.—*Reuter.*

U. S. AND WORLD COURT.

Geneva, Sept. 3.

The Conference which is investigating the United States' reservations to the World Court statutes has decided to appoint a Committee to draw up a draft report based on the opinions expressed at the Conference.—*Reuter.*

Bulls and Inners

From the Office Butts.

From experience, we should say that the hardest thing about walking down the Peak is the asphalt.

The reason why so few children are taken to Fanling is probably on account of the bogey-man.

A woman in Chicago recently took the first prize for talking. Bet she was married.

According to a contemporary, Mr. Dan Moody has politically "scipied" Ma Ferguson, the first woman Governor in America. Must have been a painful experience.

A Republic is a place where you can't blame any particular individual when you're bossed.

One thing about Ananias is that he would have had his good points as a taddie.

Twenty million false teeth are annually imported by Britain. Looks as if we're losing another gnash-ional industry.

More cement plants are urged for the Philippines. Seems a concrete suggestion.

In most places, a law-maker needs a thick skin. In China he needs armour plate.

Clemenceau recently found lobsters so dear that he bought carrots instead. Apparently he didn't like the possibility of being bitten.

One has to be "in the swim" to own a matched which appropriately enough, ensures that only those who "are in the swim" may swim.

We understand that there is a suggestion that facilities be provided whereby the ordinary people might be allowed to swim for an hour or so when jelly bugs are plentiful, so that by the time the nice people arrive these little tormentors will be too tired to attack them.

The Home writer who says lots of men remain in business because they've forgotten how to do anything else, must have been thinking of Hongkong.

In New York, it's hard to tell whether it's a shot or just the backfire of a motor-car. In Italy, they never know whether it's Mount Vesuvius or Mussolini.

Love at first sight is a great universal time-saver.

A lady M. P. says the time is coming when women will get men's wages. They seem to make a monthly habit of it in Hongkong.

We don't see how Canton can be blamed for spreading false reports of the fall of Hankow, seeing that she had no soldiers near enough to verify the report.

We understand this won't happen again, as the Southern Army hopes to get close enough next time—with the aid of a field telescope.

Several haggis have been heard recently, and it is expected that they will be plentiful by the time St. Andrew's Ball is upon us again.

"Dryasdust"—We understand that there is no official objection to you taking your family for a bathe outside the three-mile limit.

A Paris lady perfume tester has had her nose insured. The quickest way to realise on her policy would be to come to Hongkong and take a stroll through the Western Market.

With its paucity of bathing accommodation, Hongkong is indeed a poor city.

What about the Chamber of Commerce solving the problem by starting a correspondence school undertaking to teach swimming by post?

In a contemporary's fashion notes, reference is made to "tan and afternoon godowns." Judging by their length, most of them seem to be going up.

Hongkong is to figure in a cinema film entitled "Island of Kisses." Some of us will be hoping it isn't by Somerset Maugham.

Talking of the French mailboat incident, it was, after all, only natural to expect anger on "Angers."

A local Chinese offers himself for medical examination to show the ill-effects of high rents, says the *China Mail*. Must have been badly skinned by his landlord.

An armadillo has been despatched by rail, according to the Hongkong S. P. C. A. monthly report. We understand it was last seen by a Peak passenger on the gin tram.

Reports state that numbers of Canton politicians are to be banished to Moscow. Seems like carrying coals to Newcastle.

Joshua may have stopped the sun, but in America nobody seems able to stop the moonshine.

"House rent should take up one tenth of a man's salary" states a well known London writer. In Hongkong, a man is lucky if he has one tenth of his salary left after paying the rent.

There is no truth in the rumour that in order to make Kowloon popular, Government servants will in future have to pay house rent.

An American geologist called at our office this week seeking information with regard to local minerals. He seemed surprised when we enquired if he wanted to formazone with leading spirits.

Some women use such a lot of powder that if their faces lit up there would be an explosion.

An advertiser in a Home newspaper requires "a man who can milk and run a motor car." Mr. Whittier says that the only time he tried to milk a cow he ran a mile!

"Buy a car—you can afford some sort of automobile," says a writer in the *Daily Press*. We would remind the unsuspecting, however, that all will not go that splutter.

Another few weeks and some of our local cats will mysteriously disappear and become "Number One Fox."

The cackle of a little hen's party has been known to make a big man duck.

Skirts are getting so short that few fashion artists know where to draw the line.

Some people who are so full of themselves seem surprised when they fail to take others in.

Now that medicinal yeast has arrived here, we suppose it will soon be discovered that East is East but Yeast is best.

During the week, a number of "movie" artists have been engaged in "shooting" a few locations in Hongkong for a film to be entitled "The Island of Kisses." An adjunct title might well be "The Shaikwanted."

"Tobacco habit conquered in three days," reads a magazine advertisement. We lit a gift cigar the other day that stunkered us in three minutes.

We read the other day that the average woman in the East takes too easily to bridge. Usually takes more than she brings back.

"Orchestra plays from \$7.30 to \$9.80," says an advertisement in the *Peak* headed "Music Hath Charms." It ought to, at the price.

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MANSLAUGHTER CASE.**SANITARY COOLIE ON
SERIOUS CHARGE.**

A quarrel between a Sanitary Department coolie and a hawkler, which resulted in the death of the latter, led to the appearance of the coolie before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday afternoon on a charge of manslaughter.

Inspector Pincott prosecuted, while the defendant was unrepresented.

Inspector Pincott said that the defendant was one of the scavenging coolies attached to the Kowloon Department and was what was called a "big broom man." His work consisted of sweeping the street rubbish into the aide channels with a large broom while other coolies known as the "small broom" collected the rubbish.

On August 12, at about 1.30 p.m., the defendant was carrying out his daily routine in Battery Street, Yaumatei. Outside No. 24, he found two paper bags, which were being dried. Some quarrel arose between the defendant and the deceased about these bags and a fight ensued. From the appearance of the defendant the following day, he seemed to have had the worse of the fight, he showing signs of two black eyes.

During the course of the fight the defendant had used his broom and prodded the deceased in the stomach. The defendant then ran away threatening to get help, while the friends of the deceased took the latter away from the scene to prevent further trouble.

The crowd was walking along Wai Ching Street when on turning around one of their number noticed that the deceased was missing. They returned and found him sitting on the doorstep of No. 4. He was not quite dead then, but by the time his relatives were summoned he had died. This was about half an hour after the fight.

The defendant went to another coolie in Reclamation Street, told him of the fight and then returned to the coolies' quarters, but he had gone when the Police visited the place at 5 p.m.

The following day he was arrested in the Shum Chun Road.

Dr. Newton gave evidence of having performed the post mortem examination. He said that the deceased had a scratch near the spleen just below the ribs. The scratch was very slight and might have been caused by a prod with a stick or even by the deceased's own finger nails. The spleen was ruptured, with a considerable amount of haemorrhage, which was the cause of death.

After further evidence the case was adjourned.

**AN INVASION OF
KWANGTUNG.****FUKIEN ATTACK LAUNCHED.**

Official information was received here yesterday, from Swatow, that Kwangtung has been invaded by anti-Red forces from Fukien.

Swatow officials are preparing to leave, and for that purpose have detained a Chinese steamer.

The harbour mouth was mined on Thursday night.

THE WAR.**HAS WUCHANG FALLEN?**Shanghai, Sept. 3.
According to Japanese reports from Hankow, fighting is still going on in Wuchang, which is now stated to be still in the hands of the Northerners.—*Reuter.***Hankow Gets Ready.**

Peking, Sept. 3.

A message from Hankow says that the Volunteers and naval forces were called out early this morning. Everything was quiet at Hankow at nine this morning.

Amongst other reports current is one to the effect that Sun Chuan-fang intends to-day to occupy Changshu, from which Cantonese units have all been withdrawn for the north to assist in the attack against Wuchang. It is also being stated in Hankow that Chang Tso-lin is sending 20,000 troops to join the reinforcements already arriving.

Further reports regarding the fall of Wuchang have been given out from foreign official sources this morning, and declaring, *inter alia*, that after retreating to Hankow, Wu Pei-fu declared martial law and installed a new Civil Governor and garrison commander.

British and American gunboats are guarding the British and French concessions, while a Japanese gunboat which landed 250 marines is guarding the Japanese concession.

Earlier messages stated that in view of the approach of the Southerners towards Wuchang, on September 1, Wu Pei-fu decided to retreat across the river, still intending to defend Wuchang with reinforcements from Honan. He is stated to have sent Chao Heng-ti to Nanking to enlist Sun Chuan-fang's energetic assistance. The latter has now closed the military school at Nanking and drafted all the cadets into the army. It is expected he will send about 50,000 troops to Kiangsi.—*Reuter.***A CRAB'S COURTSHIP.****HUXLEY'S LECTURE TO
SCIENCE ASSOCIATION.**

London, Aug. 12.

One of the most attractive evening lectures before the British Association for the Advancement of Science was delivered by Professor Julian Huxley on animal courtship in which he asserted that Darwin's theory of sexual selection was essentially right, though wrong in many details.

The first actions to which the name of courtship must be given were those of a few crabs and most spiders.

The male fiddler crab had a huge claw, weighing possibly as much as the rest of its body, and often brightly coloured in the mating season.

When the female passed males assumed a tiptoe attitude and the big claw was held rightly aloft. If the female did not notice this gesture, the males hurried after her again and struck a statuesque pose.

Neat Bouquet.
One type of hunting spiders offered the female a nice fly neatly wrapped in silk like a bouquet.

Web-spinners, which were almost blind, vibrated a thread in the female web in a special way different from the vibration with which they trapped prey.

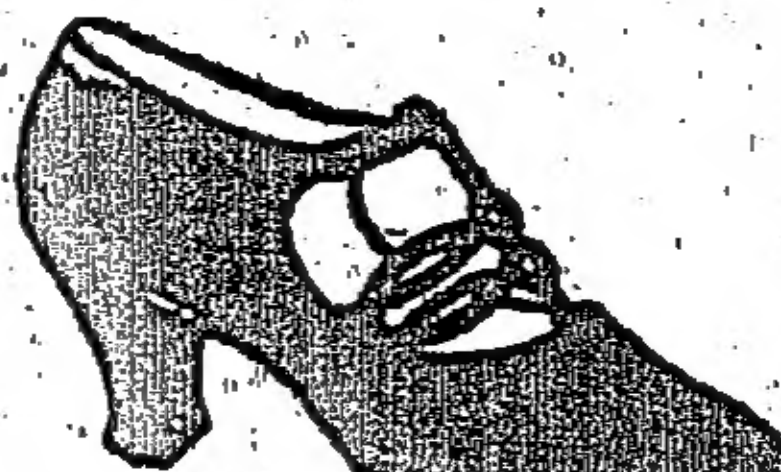
Otherwise they might be eaten by the female who was much bigger than the male. Sometimes the male was eaten by its female mate.

THE BAD OLD DAYS

when it was deemed necessary to swallow large harsh purgative pills, or nauseous draughts of castor oil to remedy liver and intestinal troubles have gone for good, for now-a-days Pinkettes, the dainty little laxative liver regulators, are used instead.

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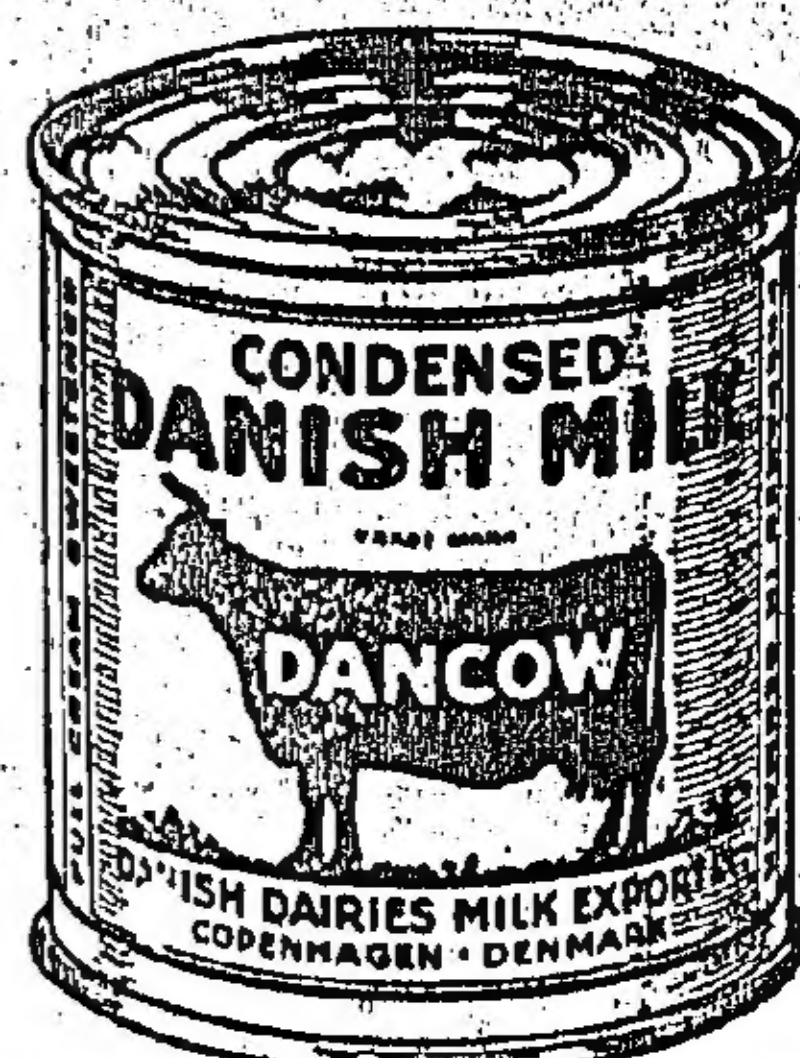
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Instantly allays the irritation and discomfort caused by PRICKLY HEAT, CHAFING, SUNBURN ETC.

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THE PHARMACY, FLETCHER & CO., LTD.
Asiatic Buildings TEL. No. 345.**SALESMAN SAM****The Original Dr. Jekle-Mr. Hyde****By Swan**

If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION

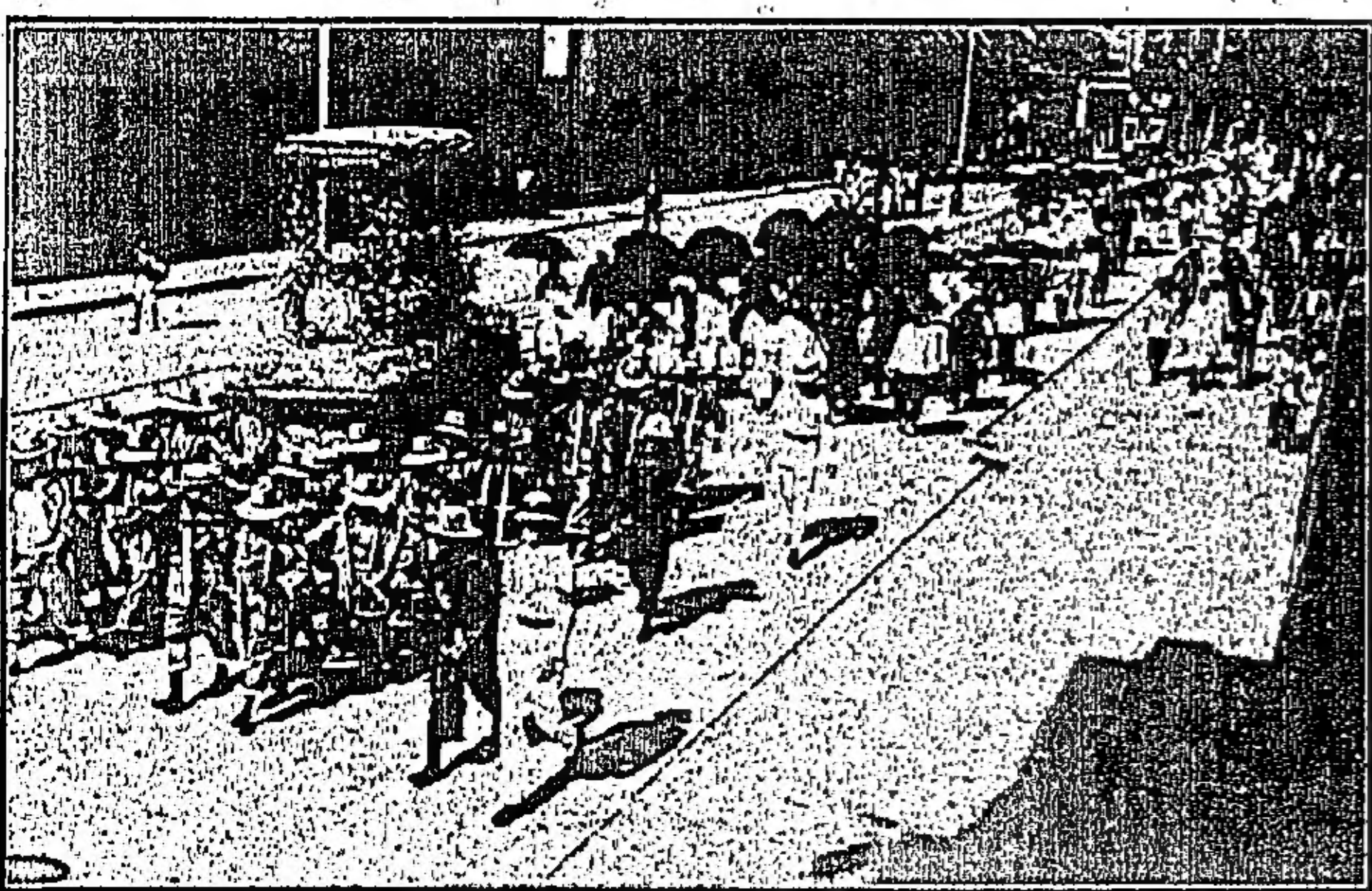




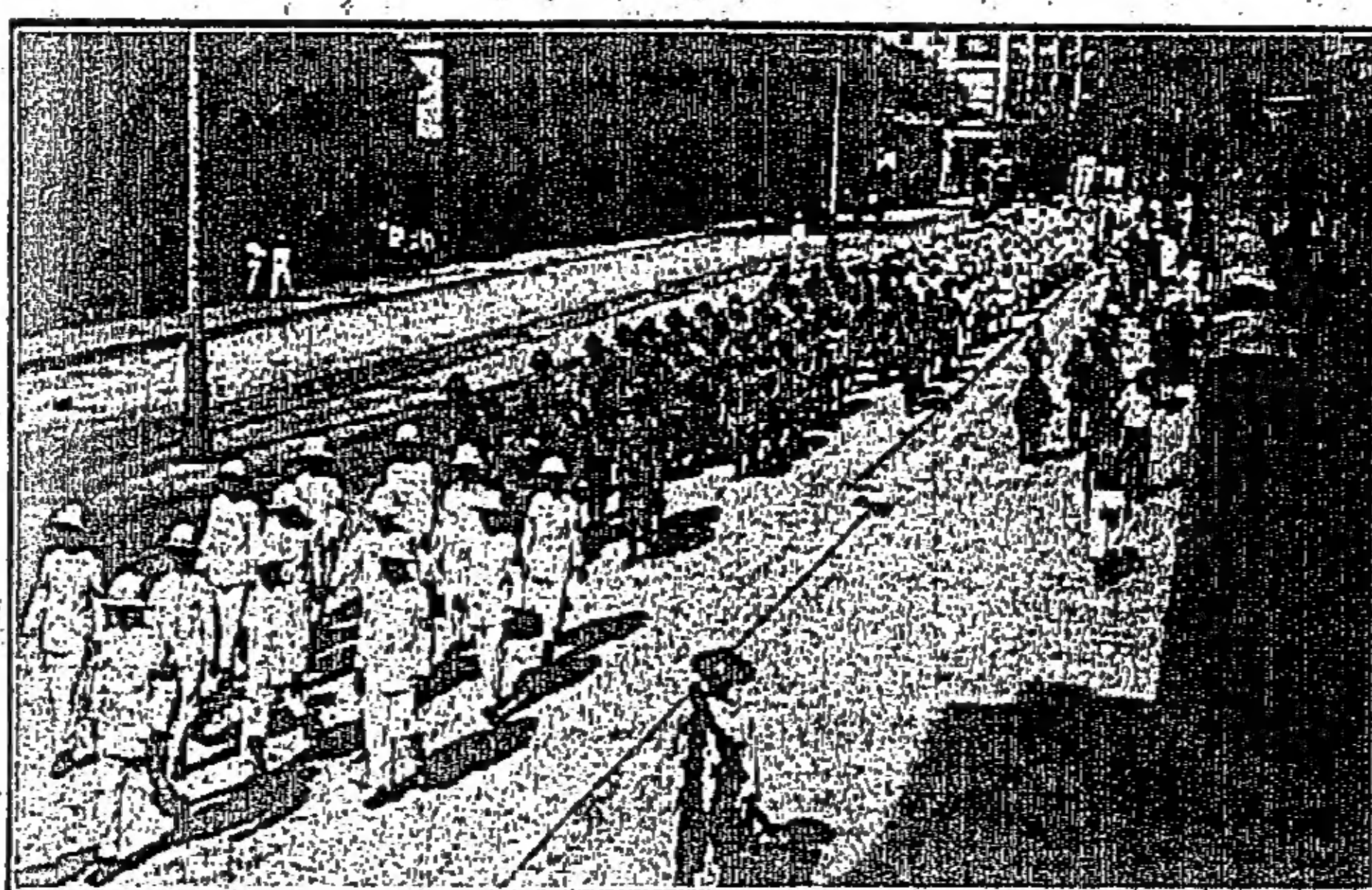
An incident at the funeral of the late Mr. Ho Fook, showing the chief family mourners taking part in one of the ceremonies outside the Hongkong and Shanghai Bank. (Photo: Ming Yuen).



His Excellency the Governor (Sir Cecil Clementi, K. C. M. G.) with the Hon. Mr. R. H. Kotewall at the funeral of the late Mr. Ho Fook. (Photo: Ming Yuen).



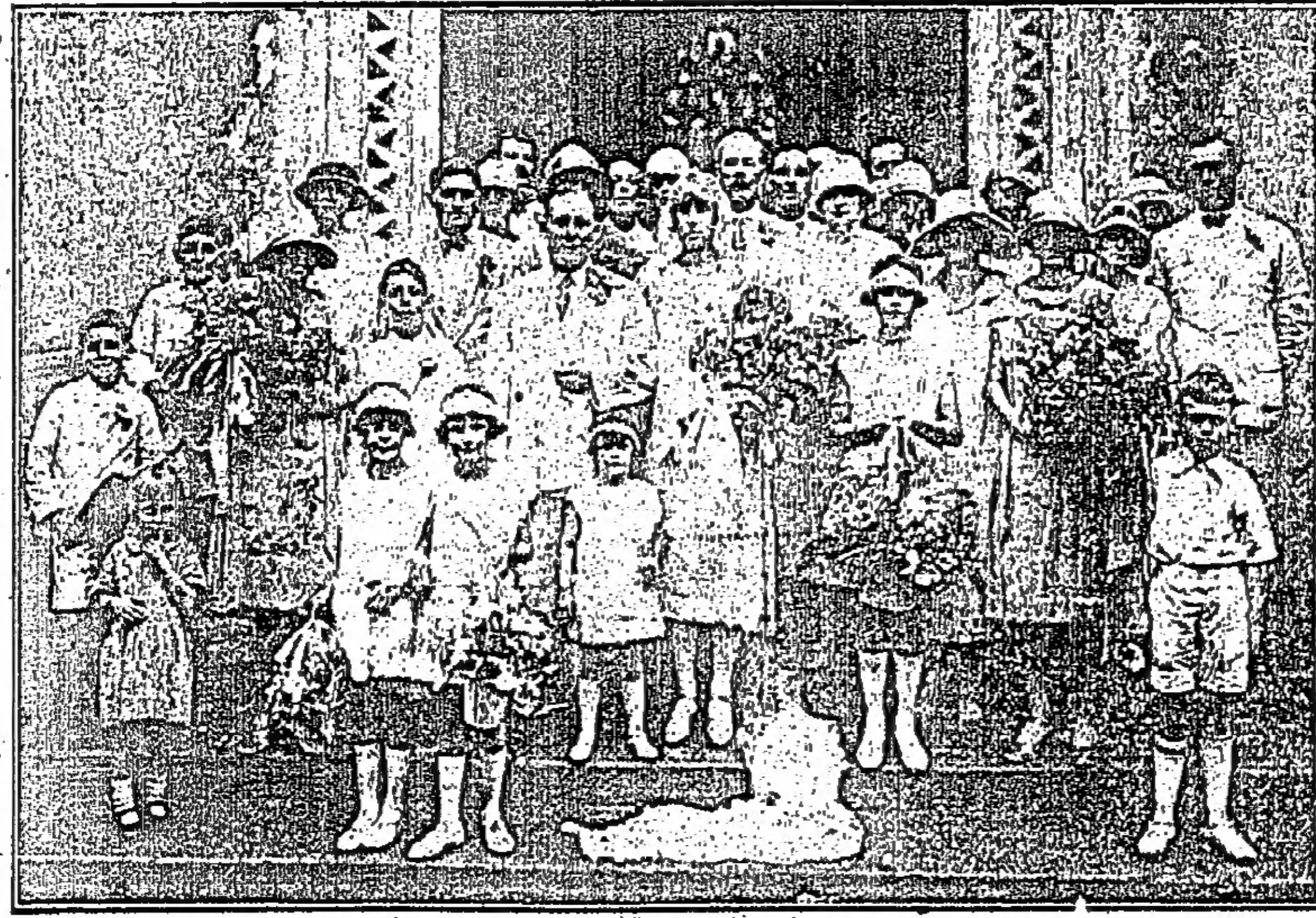
The remains of the late Mr. Ho Fook being conveyed through Des Voeux Road West on route to the Yat Pit Ting at Kennedy Town. (Photo: Ming Yuen).



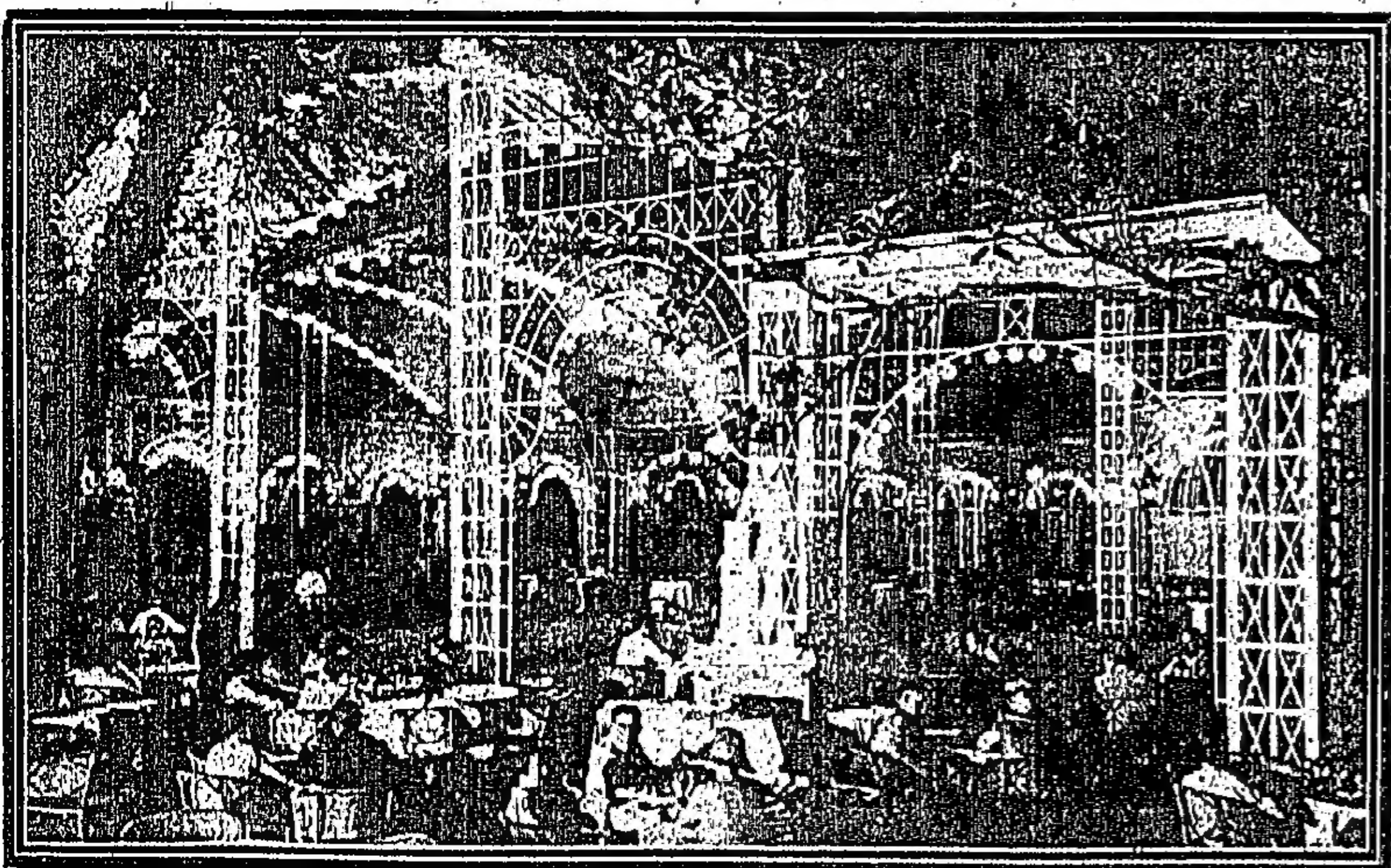
This picture shows part of the imposing funeral procession of the late Mr. Ho Fook passing through the Western district. (Photo: Ming Yuen).



Mr. John Owen Hughes, who has been elevated to the position of District Grand Master of Freemasonry (English Constitution) for Hongkong and South China.



The above group was taken at the wedding, at St. John's Cathedral, on Saturday last, of Mr. Henry G. K. Wheeler and Miss Edith Muriel Fowler. (Photo: Ming Yuen).



Our picture shows a section of the Italian Garden, the beautiful new dancing pavilion at the Majestic Hotel, which is proving very popular with Shanghai dancers.



H. M. S. Durban's team which won the Dorward rifle cup. Left to right: Back row: Tel. J. Bannister, C. P. O. Wheeler, Mrs. P. Heather, Ldg. Sig. R. Gooderham and Ldg. Sen. H. Chadder. Front row: Lieut.-Comdr. W. S. Green, Capt. J. B. Hamilton and Capt. V. G. Clayton. (Photo: A. Hing.)



Dress Shirts

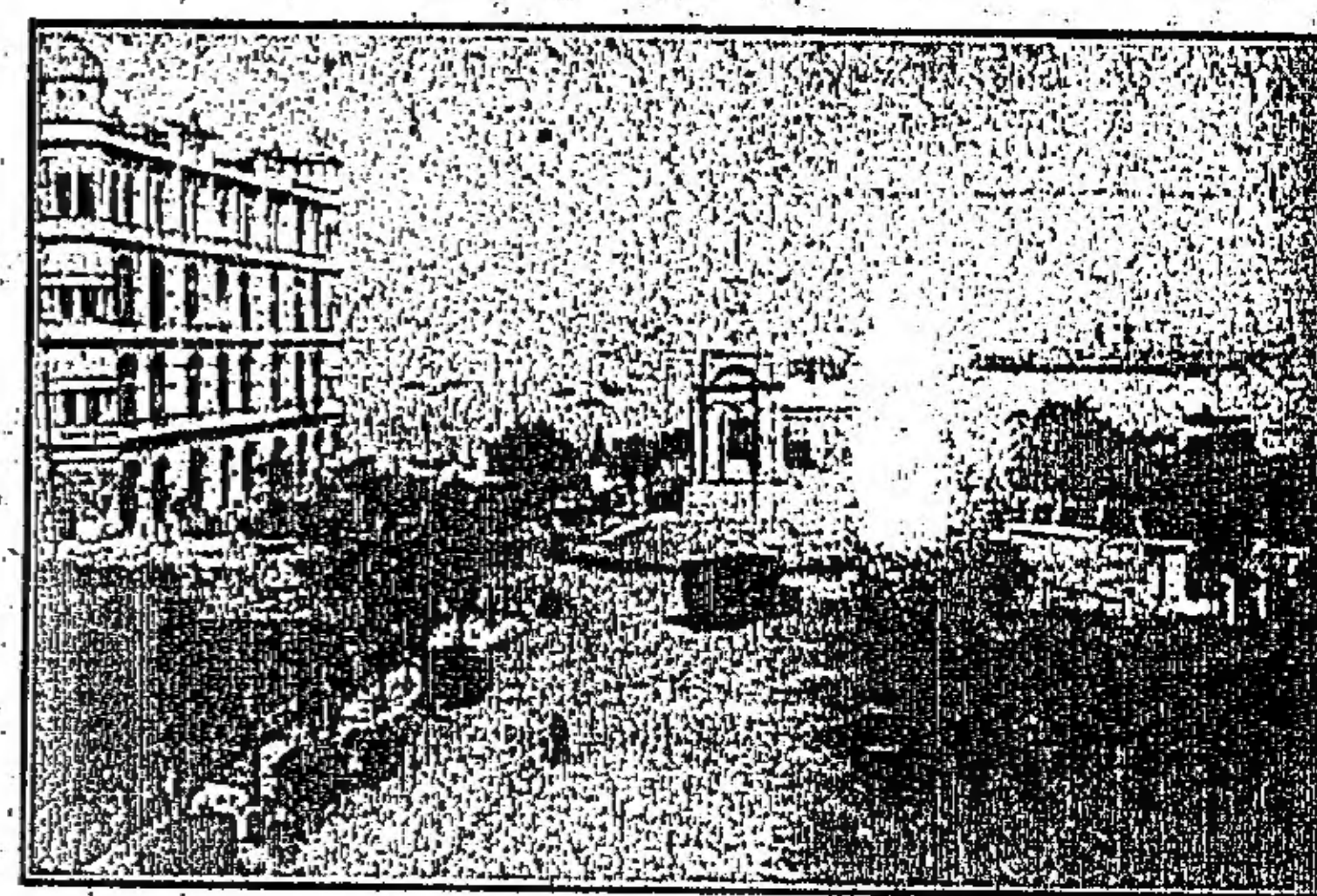
made of a fine longcloth with pleated front. Flat-setting cuffs in either stiff or soft double style. Inexpensively priced at \$0.50 each.

We Allow 10% Discount for Cash

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MEN'S WEAR SPECIALISTS
Alexandra Building Des Voeux Road.

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We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

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NINA KAMPER

(Doctor of Medicine, Graduate of Gymnastic Institute and Ballet School, Moscow.)

Swedish and Plastic Gymnastics; Classical; National and Plastic Dances (by methods of the Russian Imperial Ballet School.)

SPECIAL CLASSES FOR CHILDREN.

At No. 566, Nathan Road, Kowloon.

WHITEAWAY'S

SALE

FINAL DAYS
FRIDAY and SATURDAY
September 3rd & 4th
REMNANTS & ODDMENTS
MUST BE CLEARED

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1376, 1392, 1342, 1397, 1409,
1375, 1441, 1444, 1456, 1462,
1453, 1512, 1516, 5, 26, 32,
38, 67.

SPANISH LANGUAGE TUITION.

PROFICIENCY guaranteed in six months. Madrid University Professor. Individual tuition in Hongkong \$15.00. Collective classes \$12.00 monthly. Kowloon Night School individual classes \$12.00, collectively \$10.00 monthly. Chinese collective classes only, \$8.00 monthly. Apply Post Office Box No. 635.

TUITION-GIVEN.

FRENCH LADY university graduate desires pupil for lessons in FRENCH. Apply Box No. 45, care of "Hongkong Telegraph."

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

WANTED.

WANTED.—On November 15th a completely furnished four bedroom HOUSE or APARTMENT located on The Peak or on a level not lower than May Road. Long or short term lease immaterial. Address:—Lloyd H. Geare, General Manager, Vacuum Oil Company.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—GROUND FLOOR Offices, near Kowloon Ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—409, Peak (Severn Road) for either six or twelve months. Fully furnished. F. C. Jenkin, Barrister, Prince's Building.

TO LET.—Houses & Lands for sale. Mortgages arranged. Flats & Houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C.4630.

TO LET.—Ground floor of No. 15 and First floor of No. 16, Connaught Road Central (next to P. & O. Building). Suitable for offices, immediate possession. For terms. Apply to S. K. Trust Limited, 29, Connaught Road C. Phone C.144.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fourth Extra Race Meeting to be held on Saturday 9th October, 1926, (weather permitting) may be obtained at the Race Course, Causeway Bay Stables and Hongkong Club Annex. Entries will close at 12 o'clock noon on Saturday, 25th September 1926.

DO YOUR OWN COOKING

Mrs. Beeton's Household Management
" " All about Cooking
" " Family
" " Cookery Book

THE BOSTON COOK BOOK AND OTHERS

at
BREWER & CO.
10 Pedder Street, opp. H.K. Hotel
Open till 9.30 p.m.

NEW ADVERTISEMENTS.

ST. STEPHEN'S COLLEGE.

Next Term begins on Monday, 13th September. There will be an Examination for New Boys (Day Boys and Boarders) at 9.30 a.m. on Saturday, 11th September, at Prospect Place, Bonham Road. Further information may be obtained from the Bursar, who will be at Prospect Place every morning.

Rev. W. H. HEWITT,
M.A., B.D.,
Warden.

GRAND CONCERT.

on 21st October.

(THURSDAY).

(Note The Date)

under the auspices of the

NAVY LEAGUE.

For the first time in Hongkong.

ZEEBRUGGE FILM

(By arrangement with the Hongkong Amusements Ltd.) will be shown at the

QUEEN'S THEATRE

FULLER PARTICULARS LATER.

DIOCESAN GIRLS' SCHOOL, KOWLOON.

The School re-opens on Tuesday, September 14th instead of the 7th as formerly announced. Boarders return on the 13th.

HONGKONG CLUB.

NOTICE.

The Sixth Yearly Drawing of 20 Debentures (1920 Issue—\$500 each) of the Hongkong Club, Payable on Thursday, the 30th September, 1926, will be held in the Club House, at 11 o'clock, a.m., on Tuesday, the 14th September, 1926.

Bearers of Debentures are invited to attend the Drawing. By order,
T. A. ROBERTSON,
Lieut. Col., Secretary.
Hongkong, Sept. 3rd, 1926.

FOOTBALL.

HONGKONG LEAGUE SEASON 1926/27.

A meeting of the Hongkong League will be held at the H.K.V.D.C. Headquarters on Friday, 10th instant at 5.30 p.m. (by kind permission).

Business:—

1. Election of Hon. Secy.

2. Make arrangements for coming season.

Entries from affiliated clubs, accompanied by Entrance fee of twenty dollars per team should be sent to the undersigned by 6 p.m. on Thursday 9th instant.

(Sd.) A. C. GODWIN,

Sergeant Major,

R. A. Sergeants Mess, Victoria Barracks.

Hongkong, 3rd Sept., 1926.

NOTICE.

THE "COMACRIB" DIRECTORY OF CHINA

beg to announce that their representative is now in Hongkong and will be calling for corrections and insertions for the 1927 edition.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong, Sept. 5th, 1926, 14th Sunday after Trinity, Holy Communion (8 a.m.), Children's Service (10 a.m.), Matins (11 a.m.) Preacher: Rev. H. A. Wittenback. Holy Communion (12 noon). Evensong (6 p.m.) Preacher: Rev. H. Copley Moyle.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station: Sunday Service, at 11.15 a.m. Subject: "Man." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

MOTOR CARS ETC.

FOR SALE.—Sunbeam Landauette, 1924 model, recently thoroughly overhauled in London. Inspection at Hongkong Hotel Garage. Apply Deacons.

BUICK.—6-cylinder 7-passenger Buick Touring No. 166 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45118-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

NEW RALEIGH solos fitting Lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

HUDSON SUPER-SIX (No. 573206) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (E. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS MESSAGERIES MARITIMES.

The Steamship,

"ANGERS."

Consignees of Cargo from Marseilles & also cargo from Bordeaux ex

sa, "ROLLON."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godowns Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. Today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday the 7th instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday the 10th inst. or they will not be recognized.

All damaged packages will be examined on Tuesday, the 7th instant at 10.00 a.m.

NO FIRE INSURANCE HAS BEEN EFFECTED.

J. LIMAGE,

Agent.

Hongkong, 1st September, 1926.

OCEAN STEAMSHIP CO., LTD.

and

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"TELAMON."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call of which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th September will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th September or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 3, 1926.

Before You Advertise

COUNT THE "TELEGRAPHS"

In The Streets

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 9th September, 1926,

commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection (about 2500) Postage Stamps.

Including:—

Rare Hongkong, (96c YELLOW BROWN ERRORS, Broken Crown and others) high values Colonials, etc., etc.

Catalogues will be issued.

On View from Wednesday, the 8th September, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 7th September, 1926.

Commencing at 11 a.m.

At Godown No. 18, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.

44 Packages Mats.

1 Package Paper.

more or less damaged ex-Lighter "Tung Shan."

and

At Godown No. 6, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.

3 Cases Glass Bottles,

1 Oil Wire,

20 Cases Canned Goods,

3 Bags Seaweed,

1 Case Vinegar,

2 Bags Flour.

12 Cases Tea—more or less damaged by Salt Water, and

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS

every

TUESDAY & FRIDAY,

at 2.30 p.m.



Old Gent: "How can you beg here? You may be arrested for it."

Blind and Lame Beggar. "If I see a policeman I run away."

Buen Humor, Madrid.

YEAST IS LIFE!

VITAMINS MEN HEALTH.

IRVING'S YEAST-VITE TABLETS

(TRADE MARK)

The Greatest Medical Discovery of the Century

(CONTAINS NO HARMFUL DRUGS)

A LIGHTING PICK-ME-UP

Obtainable from:—

THE COLONIAL DISPENSARY

14, Queen's Road, C. Telephone C. 1877



The quality of your food is of the utmost importance.

For your own benefit you should always buy the best groceries.

Our advantages enable us to keep in a fresh supply of stock and to purchase at lower prices—the benefit of which is passed on to you.

Buy from us for

Economy, Reliable Quality and Service.

Quick Deliveries made to all parts of the Colony.

THE SINCERE CO., LTD.

PHONE C. 139. (GROCERY DEPT.)

POST OFFICE NOTICE.

NOTICE.

Wireless Service between Hongkong and Canton is resumed. The Parcel Post Service to Swatow is suspended until further notice.

The mail service to Samshui, Wuchow and Kongsan is resumed. At the request of the Director General of Posts, Peking, the 22 lbs. Parcel Post Service with China has been postponed until 1st October, 1926.

INWARD MAILS.

From	Per	Date
U.S.A., Canada, Japan, Shanghai and Europe via Siberia	Pros. Grant	Sat., Sept. 4.
Australia and Manila	St. Albans	Sat., Sept. 4.
Amoy	Takada	Sat., Sept. 4.
Shanghai	Sunning	Sat., Sept. 4.
Shanghai and Europe via Siberia	Tjikarang	Sat., Sept. 4.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	Sat., Sept. 4.
Straits	Laisang	Sat., Sept. 4.
Manila	Talamba	Sat., Sept. 4.
Australia and Manila	Pros. Pierce	Sat., Sept. 4.
Japan and Shanghai	Talping	Sat., Sept. 4.
	Amazona	Sat., Sept. 4.

OUTWARD MAILS.

For	Per	Date
Haliphong	Mingsang	Sat., Sept. 4, 5 p.m.
Shanghai and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	Suiyang	Sat., Sept. 4, 5 p.m.
Bangkok	Kweiyang	Sat., Sept. 4, 5 p.m.
Japan	West Kadon	Sat., Sept. 4, 5 p.m.
Manila	Pros. Grant	Sat., Sept. 4, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sat., Sept. 4, 5 p.m.
Straits and Calcutta	Szechuen	Sat., Sept. 4, 5 p.m.
	Takada	Sat., Sept. 4, 5 p.m.
	Parcels	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
Sandakan, Amoy and Formosa	Mausang	Sat., Sept. 4, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Kotsu Maru	Sat., Sept. 4, 5 p.m.
	Sarpedon	Sat., Sept. 4, 5 p.m.
	Registration	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
	(Due Marseilles 6th October.)	Sat., Sept. 4, 5 p.m.
Shanghai	Fooshing	Sat., Sept. 4, 5 p.m.
Shanghai	Sunning	Sat., Sept. 4, 5 p.m.
Holhow and Haliphong	Tsun	Sat., Sept. 4, 5 p.m.
Batavia	Tjikarang	Sat., Sept. 4, 5 p.m.
Weihaiwei	Kueichow	Sat., Sept. 4, 5 p.m.
Shanghai	Chenai	Sat., Sept. 4, 5 p.m.
Straits and Calcutta	Kutsang	Sat., Sept. 4, 5 p.m.
	Parcels	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
Bangkok	Kwangtung	Sat., Sept. 4, 5 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. and S. America and Europe via San Francisco and Europe via Siberia (letters and postcards specially superscribed "Via Siberia" only)	President Pierce	Sat., Sept. 4, 5 p.m.
	Parcels	Sat., Sept. 4, 5 p.m.
	Registration	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
	(Due San Francisco 6th October.)	Sat., Sept. 4, 5 p.m.
Amoy	Kaying	Sat., Sept. 4, 5 p.m.
Haliphong	Chinhua	Sat., Sept. 4, 5 p.m.
Amoy	Kanchow	Sat., Sept. 4, 5 p.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Amazona	Sat., Sept. 4, 5 p.m.
	Registration	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
	(Due Marseilles 16th October.)	Sat., Sept. 4, 5 p.m.
Shanghai	Kwongkong	Sat., Sept. 4, 5 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	Talping	Sat., Sept. 4, 5 p.m.
	Registration	Sat., Sept. 4, 5 p.m.
	Letters	Sat., Sept. 4, 5 p.m.
	(Due Thursday Island	

"Three Castles" CIGARETTES

ALWAYS
COOL
SWEET
&
FRAGRANT

Also packed in
Regular 20's and 50's

SOLD EVERYWHERE

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-180

INKWELLS AND GLASSES.

POLITICIANS FIGHT.

Washington, June 7.—An exchange of blows, the throwing of an inkwell and a glass of water occurred to-day at the Capitol in a fight between Representative Rankin, Democrat of Mississippi, on one side and Commissioner Frederick A. Fenning of the District of Columbia and his counsel, Frank J. Hogan, on the other.

The encounter occurred before the House Judiciary Committee, where an investigation of Mr. Fenning's administration is under way. Mr. Hogan received a slight injury above the left temple, but the participants were separated before others were hurt. The fight was precipitated when Rankin became angered over an interruption by Hogan to his line of questions.

Representative Rankin admitted throwing the inkwell, Hogan of throwing the glass of water, and Fenning said he did all in his power to reach Rankin with his fists, but was unsuccessful.

Representative Rankin is acting as committee prosecutor, in place of Representative Blanton, Democrat of Texas, who made the case against Fenning. The inquiry has been directed especially into the treatment of insane war veterans for whom Fenning was acting guardian.

At the time of the fight the committee room was packed with spectators who were thrown into an uproar. The hurled inkwell splattered ink over the witness' table, the red plush carpet and a number of documents which had been brought out for inspection.

Rankin said he understood Hogan's reference to an untruthful statement was aimed at him personally, while a number of committee members said they understood it to apply to the charge that had been brought against Fenning.

After Representative Dyer, Republican of Missouri, had said he considered Rankin had "treated this committee disgracefully" and after Rankin had announced he wished to apologize if his action had been disgraceful, the committee proceeded with business.

BLACK LIST OF ROGUES.

RUSSIAN TRADE SCANDAL.

The Federation of German Industries have issued a statement expressing regret that responsible German business houses have recently tried to get orders from Soviet Russia through bribes offered to officials by dubious middlemen.

The Federation's statement refers to one of the biggest attempted graft scandals in international trade, in which, by the way, the Soviet authorities alone are emerging unscathed.

It seems that 22 German export houses, some of world-wide reputation, notwithstanding a pledge to the contrary given to the Soviet Trade Bureau in Berlin, signed agreements with a notorious Polish rogue, Kutisker—who has just been sent to gaol for a long term—whereby he promised to get them huge orders with cash payment from the highest Soviet chiefs.

Kutisker told a cock-and-bull story about his having saved Stalin from the gallows in Tsarist days, thereby having gained his patronage now and being further able to "palm" him with 1½ per cent. commission on all business transacted.

Some 300 other German firms from all parts of the country were negotiating with Kutisker for similar graft business with the Soviet when his arrest prevented any deal.

Inquiries now being made by the Federation suggest in effect that the Soviet official, either from the high notions of business morality prevailing among them, or from the Russian spy system, which makes such a course highly dangerous, are not easily bribable.

The Soviet trade department have forwarded to Berlin and London for circulation among German and British business men, a black list of rogues who pose as middlemen for Russian trade.

The scandal is likely to nullify Germany's recent campaign for dominating the Russian market.

The directors of the British Rubber and General Trust Company announce that Mr. Sidney G. Chamberlain tendered his resignation as a director which they have accepted with regret.

MODERN MEDICAL SCIENCE.

BRILLIANT DEFENCE BY NEW B.M.A. PRESIDENT.

This year's meeting of the British Medical Association at Nottingham will be remembered for the brilliant defence of medical science by the incoming President, Mr. Robert George Hogarth.

Mr. Hogarth's first point was that it could be regarded as a great triumph that a large percentage of humanity could now go far outwage the psalmist's three score years and ten, and that instead of the added years entailing heaviness and sorrow could still enjoy the pleasures of a discreetly ordered table and the beneficent exercise of the veteran's game at golf.

But at the same time there was a danger of attaching too much importance to the triumphant statistics of mortality without due consideration to their actual content. It was far more desirable to raise the general standard of health among all ages of the community than to make a brave show in the statistical table.

State Control.

A swollen C 3 category between 18 and 45 necessarily meant a still

larger percentage of the same category between 45 and 65, after which year presumably very few of these damaged persons could contrive to earn a livelihood.

Would it not be better for the State if it took pride not in rewriting the tables of mortality, but in raising the C 3 people to a higher category, not in view of distant military contingencies, but for the immediate purpose of rendering them more efficient citizens?

"We may expect sharp trouble," he continued, "if and when the State concerns itself with eugenics by the provision of cradles and nurseries, and even by the very determination of parentage itself."

"This might have seemed fantastic a few years ago, but now that the idol of State Socialism has been set up for our worship we may be sure that sooner or later the theorists will attempt to invest the Ministry of Health with increasingly autocratic powers, and will seek to transform the whole medical service of this country into a State service, with State hospitals, State examination for degrees, and State payment of doctors."

Soviet Fish.

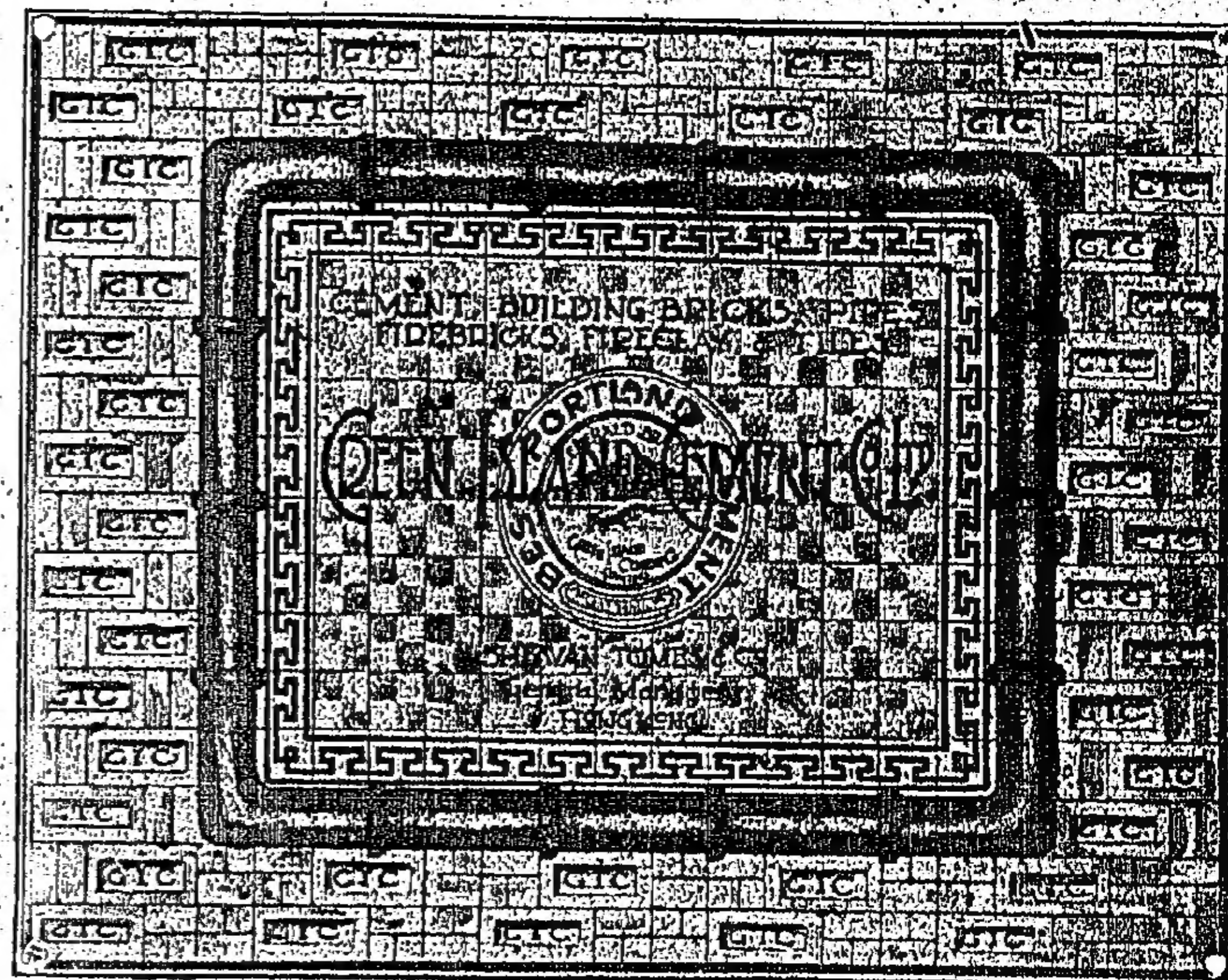
Russia came in for severe criticism and condemnation. Certain British delegates, Mr. Hogarth pointed out, had visited the show

hospital of the Medical State Service of Soviet Russia, and were enormously impressed by the fresh-water tank in which they saw the live fish which were to serve for the patients' dinners. He wondered, when he read the passage, how many fish they counted, whether so much as the heads and tails reached the patients in the wards, and whether even this agreeable luxury was much compensation for the complete inactivity of that particular State medical service to cope with a hundredth part of one per cent. of the disease and suffering in Russia.

The position of the Association towards the General Medical Council was then reviewed, and it was emphasised that the real object of the Council was to protect the public against the incompetence and the imposture of unqualified medical practitioners.

Apart from the President's address, the most important feature of the proceedings has been the award to Mr. Norman Porritt of the newly-instituted Sir Charles Hastings' clinical prize, this being won by him for research work carried out while exercising the duties of a general practitioner.

The gold medal of the Association was awarded to Sir Humphry Rolleston for his services to medicine.



Your Home Should Have A Real Bathroom

There is nothing that will bring so much health and comfort.

We Employ A Thoroughly Competent Staff Under Efficient European Direction

Specifications and Estimates submitted on request

Latest Bathroom Appliances on view at our China Bldg. Showroom.

C. E. WARREN & Co., Ltd.

Opposite Queen's Theatre Telephone C. 269. ESTABLISHED 1899.

JAVA THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds

WHY NOT SPEND YOUR HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J. O. J. L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN LIJN
YORK BUILDINGS

Telephone Central 1574.

GO TO JAVA

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Paul Wittgenstein, an Austrian pianist who lost his right arm in the war, astonished a specially invited audience at the Wigmore Studios, W., by the brilliance of his playing with his left hand.

Mr. Wittgenstein described philosophically to an *Evening News* representative his successful struggle to surmount a disability that would have crushed many artists.

"It was during the fighting on the Russian front in 1915 that I lost my arm," he said. "I was just at the start of my career when I joined the Army—I had given one public recital in Vienna—and at first I did not quite realise what the loss of the right arm meant to me.

But I determined to make the best of it, and to try to adapt myself to master my art with one hand. If I did not succeed in that, I thought, I might study musical history and eventually become a professor. As you say here, I had two strings to my bow.

For eighteen months I was a prisoner, and scarcely touched a piano. When I returned to Vienna I settled down to try to recapture my skill with one hand. It was laborious work, but I progressed steadily, and at length became proficient enough to give a public performance in Vienna.

Following that I rejoined the army, and remained on the Italian front until the end of the war.

On demobilisation I went back to my studies. Years of practice followed, during which I played for from five to six hours every day.

A pianist, however, must be careful not to overstrain the muscles of the hand, and in my case that was doubly so.

"As far as I know, I am the only one-armed pianist in Germany and Austria, though some years ago the late Count Zichy, who lost an arm in a hunting accident, played at recitals."

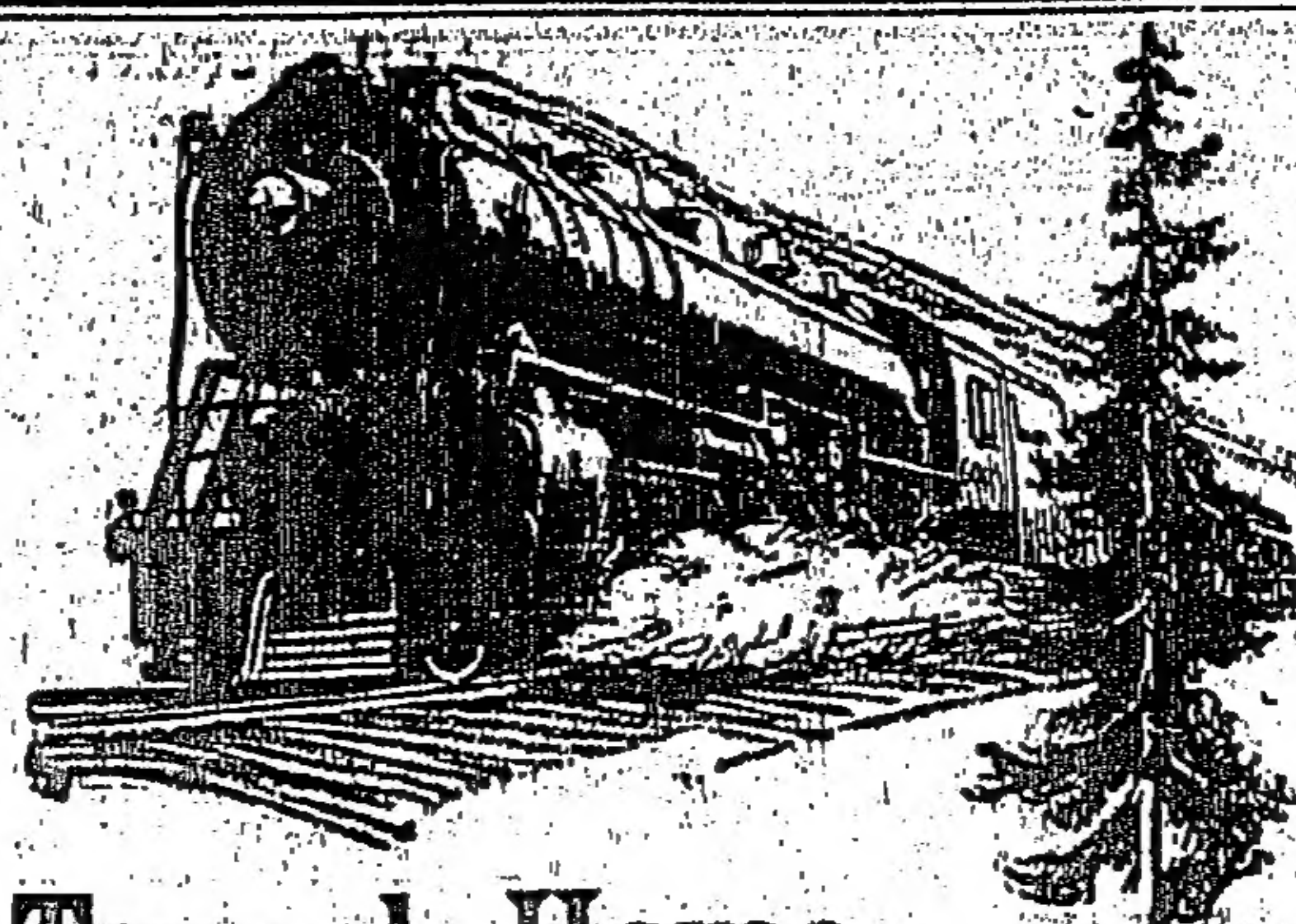
Mr. Wittgenstein does not often give solo recitals. He finds the strain too much, and he also thinks that it becomes monotonous for an audience to listen to a pianist playing with one hand all one evening.

He does not admire jazz music. "Listening to it in restaurants for a few minutes is amusing," he said, "but after that it offends my ears, and I am glad when it stops."

CONTROL OF MALARIA.

SIR RONALD ROSS TO GO
EAST.

Speaking at the annual meeting of the Indian Tea Association (London) on July 16, Major Norman McLeod declared that the most deadly enemy they had to fight was malaria, and if they could bring that under control the labour question would be largely solved. That malaria can be controlled is now beyond doubt. It has been proved in the Malay Peninsula, the Panama zone, the Suez Canal zone, and many other places. If this is the case, he continued, surely the same applies to India. It has been clearly established that malaria is carried by the anopheles mosquito. It has been equally established that this species of mosquito can be appreciably controlled, and, as a consequence, the scourge of malaria appreciably diminished. Cannot therefore the tea industry combine to do something that will bring forth the remedial results that have been so marked and beneficial in other places under somewhat similar circumstances? We spend lakhs of rupees on scientific inquiry into the health of the plant and remedies for its diseases. I think the time has come to spend even larger sums on scientific inquiry into the health of the growers and find out remedies for the most dangerous and prevalent diseases. Sir Ronald Ross, the greatest living authority on malaria control, has been invited to visit the Malay Peninsula, and has also been invited to visit Calcutta by the Tropical School of Medicine, who are willing to pay part of his expenses. I understand that he would be prepared to advise the tea industry of Northern India as to malaria and mosquito control during his visit for some small sum towards his expenses. He has very definite views on the subject.



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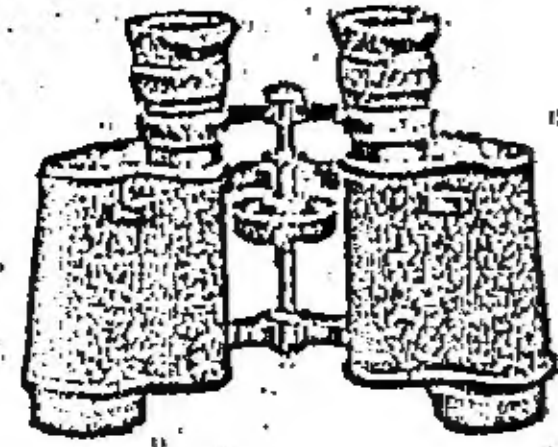
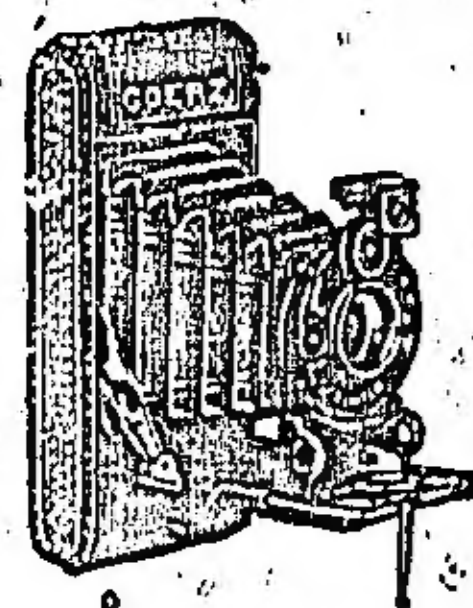
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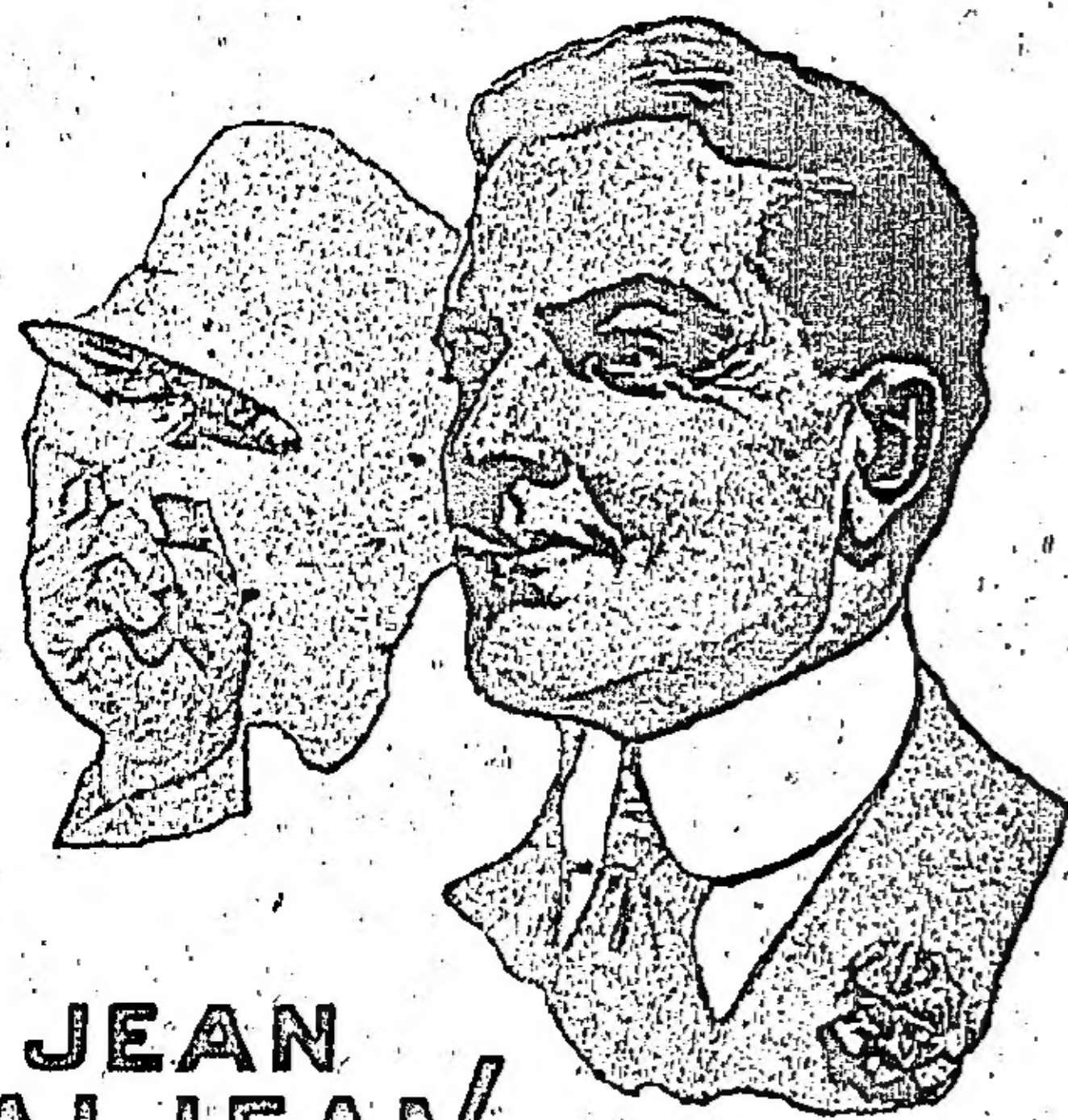
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DEPARTED.

Per s.s. Empress of Canada, for Vancouver, via ports, September 2.—Miss E. M. Adlam, Mr. and Mrs. Juan M. Arallano, Lt. Comdr. and Mrs. W. J. van Bentham, Mr. and Mrs. W. J. van Bentham, Mr. and Mrs. W. J. van Bentham, Mr. L. C. F. Ballamy, Mr. and Mrs. S. Capistrano, Master J. Capistrano, Master E. Capistrano, Miss Holono Caswell, Miss Vera Caswell, Mr. J. Chan, Miss M. Chan, Miss C. Chan, Mr. Chu Lai-chau, Mr. and Mrs. Chang, Mr. Chang, Mr. Chan Cheuk-ting, Miss Chan Yung-hing, Miss Chan Wan-hing, Miss Chan Wung-hing, Mr. Chan Tung-shang, Mr. Chan Chin-chuen, Miss A. S. Dren, Miss M. Davies, Mr. L. L. Dacany, Mr. E. E. Davis, Mr. L. K. Davis, Mr. J. A. Davis, Mrs. E. J. Figueiredo, Master G. Figueiredo, Miss N. G. Figueiredo, Mr. Fung Wai-kum, Dr. A. P. Gustilo, Mr. C. W. Grainger, Miss R. W. Grist, Miss Barbara Higgins, Mr. Albert Hing, Mrs. B. A. Hyder, Mr. and Mrs. W. G. Howard, Miss Ho So-ching, Miss Hong Wun-san, Miss Wai-look, Mrs. A. Hotson, Miss E. Hotson, Mr. J. Melville Henderson, Mr. and Mrs. T. A. Keating, Mr. E. Kew, Mr. A. Kew, Mr. and Mrs. O. Kitchell, Miss R. Kitchell, Miss F. Kitchell, Mr. Kwan Tang-wan, Mr. Kan Tong-po, Mr. S. M. Kirkman, Mr. Leung Kwan, Mr. Loung Kung-nam, Lt. and Mrs. S. F. Landers, Lt. and Mrs. P. W. Lewis, Mrs. I. N. Lopes, Master A. Lopes, Mrs. Hope Lewis, Mr. Lam Shang, Capt. and Mrs. M. W. Mair, Miss M. Mair, Mrs. J. Morgan, Mr. Morgan, Mr. R. Morgan, Mr. C. H. Hurrin, Mr. D. S. Menchaca, Mr. and Mrs. M. W. Moss, Miss A. Morrison, Mr. C. S. St. Martin, Mr. C. Mancini, Mr. G. A. Moszkowski, Miss I. M. Neelton, Mr. and Mrs. R. Oda, Mr. Pang Yung-cho, Mr. S. H. P. R. Quayle, Lt. and Mrs. O. Roady, Mr. M. P. Rivera, Lt. Roberts, Mr. and Mrs. M. Stockland, Mr. and Mrs. C. D. Squires, Mr. and Mrs. F. D. Sholin, Master P. D. Sholin, Master W. A. Sholin, Mr. and Mrs. L. R. Salvosa, Miss R. Salvosa, Master L. R. Salvosa, Master J. Salvosa, Mr. P. H. Suckling, Mr. Lo Po-shue, Mrs. J. H. Seth, Mrs. E. Stone, Mr. and Mrs. Sek Moy-sung, Mrs. Wong Cheung-sze, Mrs. Wong Lo-sze, Mr. Mrs. J. Walser, Mr. Wong Qual, Mr. T. O. Wong, Mrs. Guy Williams, Miss B. Williams, Mr. C. K. Wong, Master K. C. Wong, Master C. Wong, Master C. K. Wong, Dr. Wan, Miss Wu, Miss Wu, Mr. Y. M. Wong, Dr. and Mrs. W. Wagner, Mr. Yu Sui-liong, Mr. T. L. Yung, Miss Yung and Mr. Yau Ngai-hin.

Per s.s. President Pierce for Manila, September 3.—Mr. William W. Philp, Mr. Vergel de Dios, Mr. J. D. Mahitani, Mr. Tan Bun, Mrs. Go Po Th, Master Manuel de la Rama, Mr. Tan Yung, Mr. Chan Ling Cuna, Mrs. Florio, Mr. Chan Teng Oh, Mr. Chen Iap, Mr. Ip Lung Shang, Mr. Kwok Lai Pan, Mr. F. M. de Champourcin, Mr. Jose R. Francisco, Mr. Rosendo Reinoso, Rev. Louise L. R. Morrow, Mr. Robert Hill, Master Jas. Hill, Mrs. Robert Hill, Miss B. Hill, Mr. John C. Herma, Mr. John F. Hayner, Mr. Mariano Arandos, Mr. Jose V. Anonuevo, Mr. Kua Hian Sy, Mrs. Tiu Siu, Master Kua Sun Ong, Mrs. P. G. Burton, Mr. H. T. Chugani, Rt. Rev. Mons J. Dimble, Miss Flora G. Ernst, Mr. F. Gonzalez, Mr. Keith Xoons, Miss Ruth Meebus, Miss George McKinnin, Capt. M. Morales, Mr. J. W. Myers, Rt. Rev. Denis J. O'Doherty, Most Rev. Michael J. O'Doherty, Mr. H. A. Powis, Mr. C. H. Partridge, Mrs. B. G. Rieger, Mr. and Mrs. E. L. La Rue, Mr. John H. Roblin, Mr. John L. Sweeney, Mrs. John L. Sweeney, Master John Sweeney, Mr. and Mrs. C. E. Van Skelde, Mr. B. Y. Tiffany, and Mr. H. N. Wolfson.

SHIP COLLISION.

MISHAP IN DENSE FOG.

London, Sept. 3. The North Foreland steamer Volumnia reports that she collided with the Dutch steamer Djambi, bound from Batavia for London and Rotterdam, in a dense fog.

The Volumnia was damaged, and is ashore near Dover.

Later. The Djambi is heavily damaged in the port bow, and her stern is broken, but all above water.—Reuter.

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MORE ELLIS ISLAND
INDIGNITIES.ELEVEN BRITISH "PRISONERS"
ON BOAT.

Councillor C. A. Critchley, a leading Blackburn public man, and visitor to the great Eucharist Convention at Chicago, has returned home smarting under the indignity he, his wife, and other Britons suffered from the United States immigration authorities.

When the Carmania, on which he travelled, reached New York, passengers and crew paraded before United States medical officers. He was requested to show his finger nails, and asked if he suffered from hernia.

Passing this examination without trouble, Mr. Critchley expected to be able to land, but was one of eleven, including his wife, who were detained and sent to Ellis Island, although others, under the same conditions were permitted to go ashore.

On inquiring the reason for this strange discrimination, he was informed by an American official that by being booked through to Canada he could not land until his card was stamped by the Canadian immigration official, who was absent. Yet, said Mr. Critchley, other tourists booked to exactly the same destination were allowed ashore at once. From Sunday afternoon to Monday morning eleven of them were prisoners on the Carmania.

Then they were conveyed in a dirty, evil-smelling tug to Ellis Island, carrying their own luggage, no assistance being offered to them. All Mr. Critchley's papers were in order, and his examination was purely formal in character. He did not strip, or anything of that kind.

The officer who questioned him, he says, admitted that he ought not to have gone to Ellis Island, and it was absurd for him to have been sent there.

Eventually he stepped ashore about noon on the Monday.

Mr. Critchley described one official as most coarse and ungentlemanly in manner. A missionary, who had his children with him, was asked if they were his, and on answering in the affirmative, the official retorted, "Perhaps."

Conduct of that kind Mr. Critchley strongly condemned.

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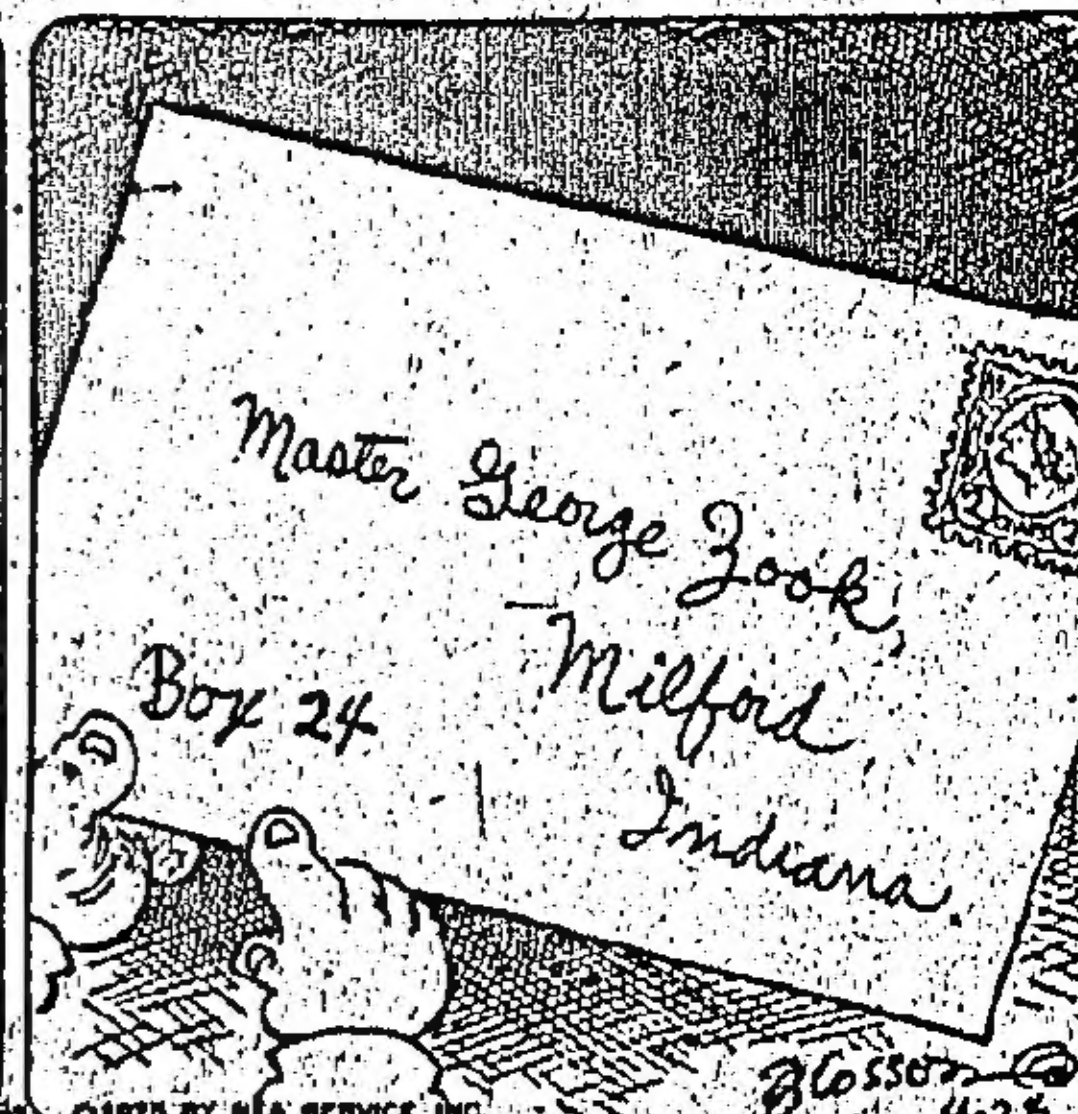
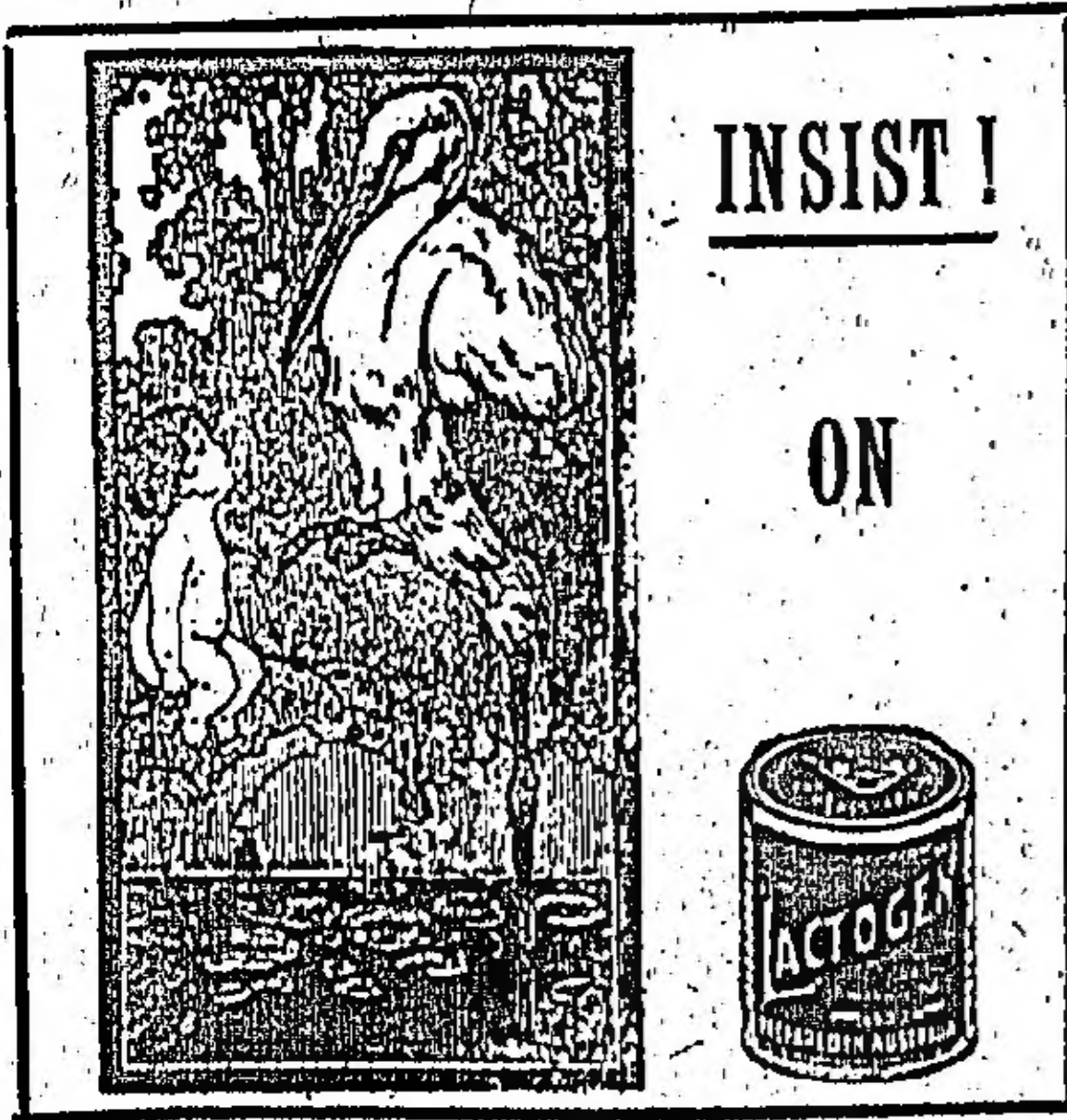
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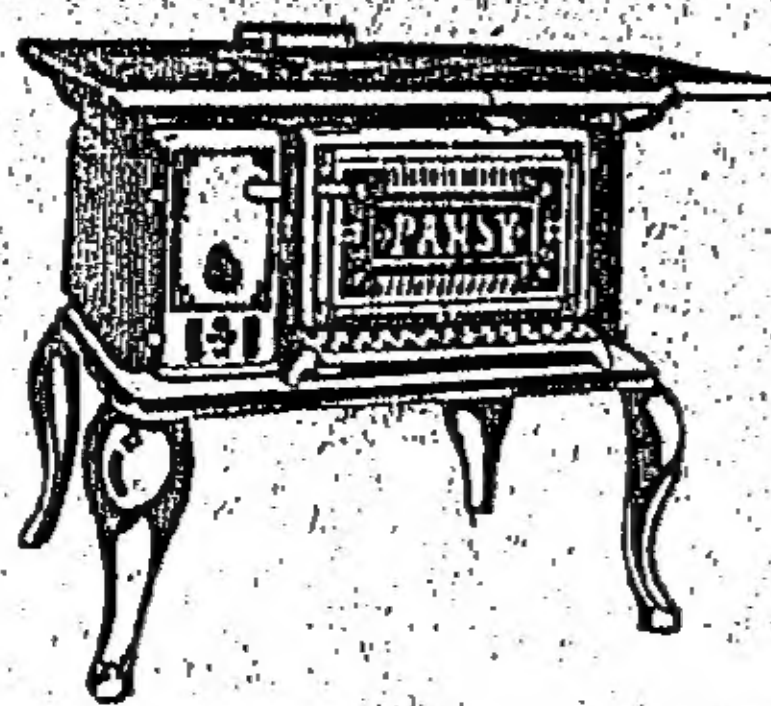
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BIRTH.

MEFFAN.—At Government Civil Hospital on the 3rd Sept., 1926, to Mr. and Mrs. N. D. Meffan, a daughter.

ACKNOWLEDGEMENT.

Mr. John R. Kinghorn and Family desire to thank their friends for their kind expressions of sympathy with them in their sad bereavement, and also for the floral tributes and their attendance at the funeral of the late Mrs. J. R. Kinghorn.

The Telegraph

SATURDAY, SEPTEMBER 4, 1926.

SPREADING THE BOYCOTT.

When the Canton northern expedition was launched, there was much flamboyant talk of the high ideals animating the leaders of the venture, chief of which was the expressed intention of liberating the people from the clutches of militarists and the unifying of China into one undivided nation owing allegiance to a central authority. If, however, we are to judge by the latest pronouncements from Canton, the principal object now aimed at is the extension of the anti-British boycott into other Provinces, for much is being said and written which makes it evident that a big attempt on these lines is to be made. Indeed, it is freely stated that propagandists have been sent with the armies for this express purpose, whilst the Boycott Committee itself has been freely circulating telegrams to various organisations in Hunan urging them to stir up the people to spread the boycott movement.

The Boycott Committee, in its telegrams, boasts of its determination to continue the struggle, and even goes the length of saying that this is to be done "in order to comply with the wishes of our countrymen." The "countrymen" concerned are no doubt confined to professional agitators who are making a good thing out of the movement, together with the more extremist section of the politicians of South China. Then there is mention made of the past hardships suffered by the people of Hunan because they have been under the rule of militarists, as though their lot is likely to be changed for the better when the Southern armies over-run their province. The plain fact, of course, is that Canton has long

been the centre of militarism in the South, and its armies in their latest venture are carrying militarism into provinces whose people want nothing better than to be left alone to carry on their avocations in peace and quietude. Knowing also how the boycott in South China has affected Chinese trade, we do not imagine that the business men of Central China will welcome the efforts being made to interfere with their commerce, which is what the movement must inevitably entail.

There is one aspect of this boycott business which ought not to be overlooked at the moment. It is that the more extended the movement becomes, the more likelihood is there of eventual international action to put a stop to it. In this connection it cannot be too often reiterated that this movement is utterly illegal and in flagrant contravention of Treaty agreements. Not only so, but it is being operated in such a way as to injure the trade not only of Britain but of other nations as well, in which connection we may mention the interference to which shipping of many nations has become subjected. There must be a limit to the patience of the Powers in their dealings with China, and in the event of the boycott movement being extended, we can foresee the possibility of more serious notice being taken of it in high quarters than has so far been the case. The extremists in China may yet have cause to regret their activities.

Less Swimming?

There will be quite a lot of local congratulations extended to J. R. Johnstone who is doing so remarkably well in the Shanghai swimming world this year for he is none other than the Hongkong boy whom we all know as a past local champion. In the last newspapers to hand we learned that he had won the half mile championship in a new Shanghai record, and he has also put up new records for the 100 yards and other distances. Hongkong's swimming prowess is indeed weakened by his transference to the northern port. The thought is preposterous that this Colony has not been taking its bathing and swimming quite so seriously of late as in former years, and we think that this is to be lamented. Although we have had a report from a Public Bathing Beaches Committee there has been an obvious falling off in the popularity of bathing, doubtless due to the inconvenient location of most of the beaches. Bathing parties are fewer and the beaches less patronised, we are told. Stonecutters' beach has most certainly been less frequented, and our old friends of the V.R.C., who have nurtured and fostered competitive swimming and all aquatic sports for years past, have not been so lavish in their provision of public programmes. The young men of the Colony do not seem to be so keen to excel in swimming as were the young men of, say, ten or even five years ago, and the measure of public interest taken in such a matter as the Water Polo League is not so great as it was. And we think that a great deal of this can be traced back to the difficulty of the average young man and young woman in getting regular and handy bathing. It is often the matter of a journey, and there's all the fuss and bother of making arrangements, etc. We have not yet developed to the outlook where easy, ready and cheap bathing facilities are looked upon as an amenity of great social and healthful value; and the Bathing Beaches Committee proved itself as being without much vision in the matter.

"I venture to think that a man is safer in the hands of the Bench than he would be in the hands of a present-day jury. One finds the fair sex far more severe than the old-fashioned jury. The above somewhat surprising tribute to the 'softer sex' was made by Sir Herbert Nield, M.P., Recorder of the Judicial Proceedings (Regulation of Reports) Bill, which seeks to regulate such reports so as to prevent injury to public morals."

DAY BY DAY.

HAPPINESS IS NOT PERFECTED UNTIL IT IS SHARED.—Jane Porter.

There was again a clean bill of health in the Colony yesterday.

Manila notifies a typhoon in about 135 Long, and 23 Lat., its direction being unknown.

The annual meeting of the Kowloon Cricket Club is to be held on Friday, September 17th.

The s.s. St. Albans, which left Manila yesterday, is due here at daylight on the 6th instant.

A petition for the winding up of the Wa On Steamship Co., Ltd., is to be heard in the Supreme Court at 10.30 a.m. on the 16th instant.

It is proclaimed by order of His Excellency the Governor in Council that Tsingtao is a place at which an infectious or contagious disease prevails.

In the London Gazette of July 23rd, it was noted that Major R. R. Lewis, R.A.M.C., had been promoted to the rank of Lieut.-Col., as from July 10th.

His Excellency the Governor has appointed Mr. T. G. Weall, to be a Member of the Advisory Committee of the Hongkong Volunteer Defence Corps vice Mr. Sewell, resigned.

It is notified that the Colonial Secretary has seen fit to strike the name of Dr. Chy Ho-quon off the register of medical and surgical practitioners qualified to practise medicine and surgery in this Colony.

The bazaar in aid of the Church of Christ in China (Tao Chai) had another successful day yesterday when good business was done at the many stalls in the compound on Bonham Road. It will conclude to-day.

His Majesty the King has been pleased to approve the appointment of the Hon. Sir H. E. Pollock, K.C., to be an Unofficial Member of the Executive Council for a further period of five years, with effect from 9th March, 1926.

For being drunk in charge of a motor car at Chadwell Heath (Essex), Joseph Hillyard, 32, a motor-driver, of Dane End, Ware (Herts), was sent to prison for two months' hard labour at Stratford.

It is provided under the Public Places Regulation Ordinance that no unauthorised person shall enter, or be in or upon any pavilion used in connection with any recreation ground in the public places referred to in the Ordinance.

The forthcoming weddings are announced of Mr. Henrique Jose Prata, clerk, Shamen, Canton, to Miss Angela Maria dos Remedios, No. 6, Humphrey's Avenue, Kowloon; and Mr. W. J. Collom, master mariner, residing at No. 219, Wanchai Road, to Miss Ruby Mak, of the same address.

There was a large gathering at the Club Lusitano last night, when a demonstration was given with the new musical recording instrument, the Panatrope. The demonstration was in every way a success and was greatly enjoyed by all present. A public demonstration is to be given later, but meanwhile the instrument can be heard at the Brunswick House, Ice House Street.

The League of Nations health bulletin of Eastern ports shows that during the week ended August 28 there were two cases of plague at Rangoon; of cholera there were two cases at Bangkok, 16 at Amoy, one at Port Arthur, 100 at Shanghai, one at Yokohama, one at Rangoon and one at Bombay; and of small pox seven at Bombay, eight at Madras and seven at Bangkok.

Passengers departing yesterday by s.s. Empress of Canada for Vancouver via ports, included Lieut. Comdr. and Mrs. M. W. Ballard, Captain W. Brewer, Mr. L. C. F. Bellamy, Mr. J. M. Henderson, Lieut. and Mrs. S. F. Lunders, Lieut. and Mrs. P. W. Lewis, Mr. C. Mancini, Mr. and Mrs. O. and the Misses P. and R. Kitchell, Lieut. and Mrs. J. O. Renny, Lieut. Roberts, Mrs. J. H. Seth, Dr. and Mrs. W. Wagner.

MIXED GRILL A Merry Miscellany Ashley Sterne

That eminent botanist Professor Linnaeus Leberwurst of Schliakelbrod, is now on holiday in Switzerland, where, being an enthusiastic Alpine climber, he is proposing to climb that difficult peak known as the Grosser Freidegg. The worst of it is, however, that the Professor becomes so absorbed in examining the Alpine flora during the ascent, that he is perpetually getting into difficulties. Last year, for instance, when climbing the hazardous Klaxonhorn, he observed a singularly fine specimen of the rare yodelweiss growing just beneath the lip of a precipice. He promptly gave his guide the slip, and attempted to secure the flower; but he over-reached himself and fell slap into the middle of a recently fallen avalanche. Aroused by the Professor's assistance, the guide rushed to the spot, but having left his snow-plough at home, he failed to excavate the victim. Fortunately there was a monastery handy where the guide was able to borrow a St. Bernard dog. The sagacious animal eventually managed to lick the Professor out of his gelid environment, little the worse for his fall. I regret to say, however, that the faithful hound succumbed the following day to an attack of abdominal frost-bite complicated with internal chilblains.

I hear it stated that one of the aspirants to this season's cross-channel honours is a waiter employed at one of the South Coast hotels. If he works at the hotel



I have in mind, which is not exactly celebrated for the swiftness of its table-service, he ought to be able to manage the journey comfortably between the soup and the fish.

This, by the way, reminds me that that old fool, Barmion Crumpey, tells me he is going to make another attempt at swimming the channel next month. Readers may remember that last year he stuck headfirst in the mud through starting from Southend Pier when the tide was out. This time, however, he is starting from Dover, diving in from the top of the Shakespeare Cliff. There is no mud there, he says; only rocks and boulders; and, as he very soundly argues, he can't get buried head downwards in solid rock. He stands, I think, a very good chance of success. He has been studying the charts of previous swimmers, and has been greatly struck by the fact that they were all drifted many miles to the right (i.e. westwards) in the course of the swim. In order, therefore, to counteract this drift, he has decided to swim left-handed, a manoeuvre which he confidently predicts will enable him to keep a dead straight course. In his own words, he hopes to swim "as the bee sucks."

STERNE'S HOLIDAY GUYED.

SLUSHPOOL-ON-THE-OZZE.—This is another very quiet spot for the weary and jaded City toiler. The native inhabitants make very little noise, being chiefly employed in picking soft roes and the manufacture of wadding. It is easily gettable from the neighbouring villages of Mudwich and Slimehaven, but from nowhere else. Hence it is very select. The air is very strong, being composed of 40 per cent. gasworks and 60 per cent. decayed seaweed. Free winkles, limpets, and starfish may be gathered on the beach, and family mixed paddling is permitted between the hours of 3 a.m.

Sir William Vene arrived at Liverpool in the White Star liner Adriatic, after attending the Advertising Convention at Philadelphia. He was, he said, one of the party of 40 British delegates. They were received with the utmost cordiality everywhere, and the Convention was a great success. Speaking of advertising generally, Sir William Vene said his experience had shown him that the modern newspaper was un-

and 5 a.m. on Saturdays. There is no band, but Professor Titus A. Fiddler gives a violin recital daily during licensed hours outside the jug-and-bottle entrance to the "Whitebait Bleachers' Arms."

SONNET TO MY CRICKET BAT.

Dear tried companion of the tented field,
Where many a desperate conflict has been fought,
O hard it is that destiny should thwart
You of your duel To you the Fates should yield
Some honourable scar; and yet they've brought
No war-wound since the day that you were bought—
A willow fit for Hobbs himself to wield!

Fair is your surface as the driven snow;
Firm is your spine as when I had you new;
No black-thread binding holds you in its thrall,
Would that it did! But now let all men know



The fault is mine. No stigma rests on you
That always I get out clean-bowled first ball!

The London Season of 1926, now rapidly drawing to its close, will be notable if only for the brilliant reception given last week by Lady Skimp. Over 150 guests assembled in a flat nominally designed to hold two. The refreshments were excellent, what there was of them; and the champagne not only flowed like water, but closely resembled it both in appearance and flavour. The Savoy Orphans band provided the music, but it was a little unfortunate (or perhaps fortunate) that owing to the exigence of space, they had to play suspended in a builder's cradle outside the window, where they were totally inaudible. Mme. Colara Tura, lately a member of the National Grand Uproar Co., was to have sung, but was prevented at the last moment by a meringue exploding in her mouth at supper. Instead the gracious hostess herself recited "Paradise Lost" in Russian. A memorable evening which none of those present will ever forget—however hard they try.

HOME AND COLONIAL NEWS.

(Kindly contributed as before by the head butter-taster to the Home and Colonial Stores, Ltd.)

It was erroneously reported last week that the inventor of a new method of falling off a ladder was a Hongkong harp-tuner's assistant. It is now learnt that he is a clerk in a Government office. His brother doesn't do any work either.

Crushing has been begun in the newly discovered pearl mines in Perth (W.A.). On the first day they crushed the mine-manager's hat; on the second, the charwoman's corn; and on the third, the office blackbeetle.

A vinegar manufacturer of Twickenham, St. Vitus, has been fined £1,000 for diluting his produce with German claret.

The wife of a sun-dial merchant at Moosejaw (Canada) tripped and fell into a copper yesterday. The copper kindly conducted her home.

Dam Ras Kal, a Bombay yogi, has buried himself in melon-pips, and announced his intention of remaining thus until he has counted a billion.

Haddock moors are fetching record rentals for the haddock-stalking season, says an unstamped postcard from our Aberdeen correspondent.

doubtedly the best medium, and for many years it had been his practice to use 85 to 95 per cent. of his appropriation for advertising for the Press alone.

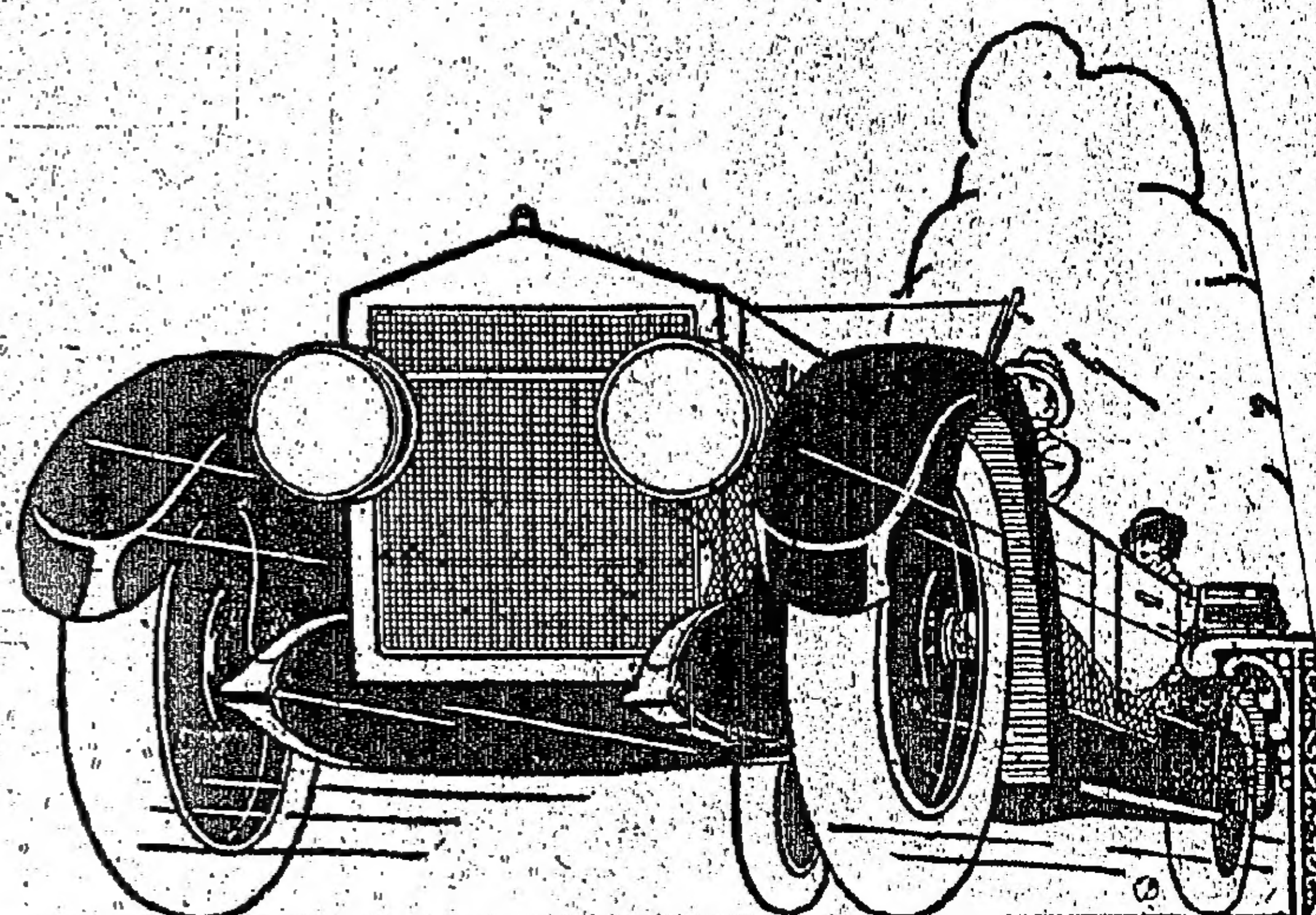
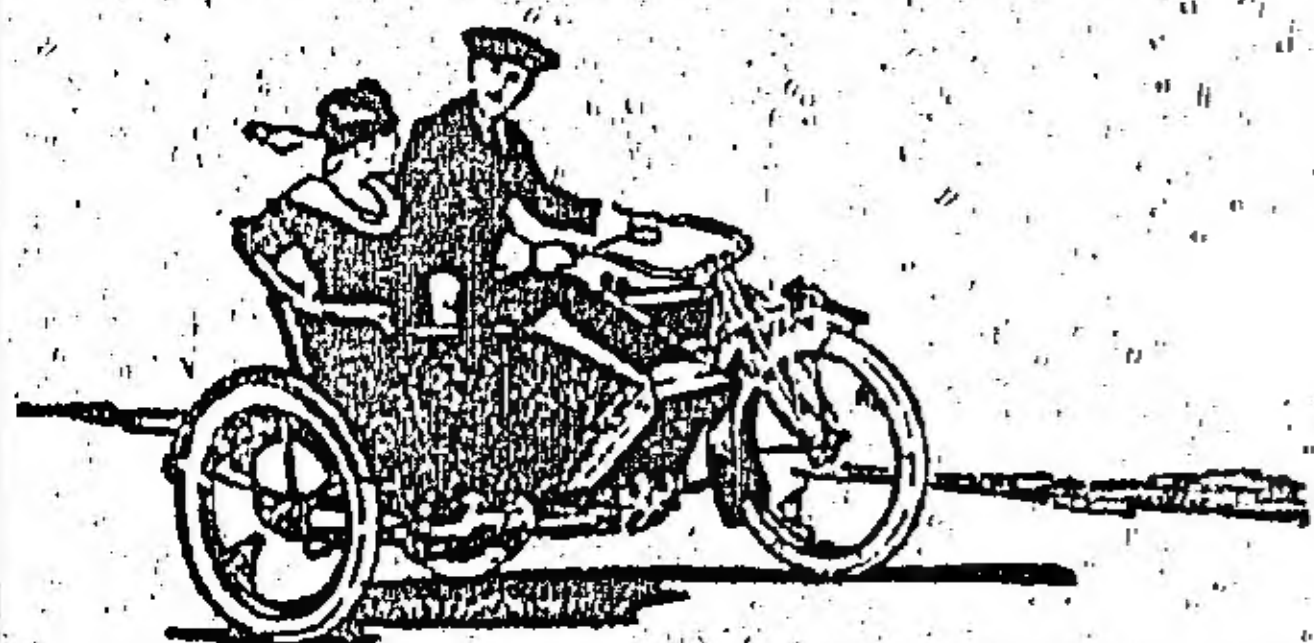
"If the civilised peoples of the world knew what air warfare meant they would put the jingoes where they properly belonged—in the lunatic asylums."—Lord Thomson, at a London Commercial Club luncheon.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 4th SEPTEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Chauffeurs.

Over eighty experienced drivers have been registered at the Hongkong Automobile Association Employment Bureau. Those men possess all the qualifications demanded by the Traffic Department and motorists needing drivers should avail themselves of the service the bureau offers.

Truck Nuisance.

Several complaints have been received from motorists with regard to the practice of coolie-drawn trucks travelling on the tram lines. It is pointed out that the sounding of motor horns is ignored by these people, and that cars frequently have to pass on the left-hand side as a result. This is understandable when it is remembered that the tramway standards occupy the centre of the roadway in certain districts, and to pass on the right would frequently involve risk of collision with oncoming vehicles, as well as causing a breach of regulations. A favourite spot is Queen's Road East along by the Dockyard.

Control Hours.

Without doubt there are far too many of these awkward vehicles, and they should either be prohibited from using certain thoroughfares during the busy hours or at least, forbidden to carry excessive and unwieldy loads. It is not an uncommon sight to see the coolies tugging at lengths of rope scarcely able to make progress on account of the weight behind them, and our main thoroughfares should not be obstructed by such obsolete means of conveyance.

Modern Transport

In many cases modern transport methods might well be employed, and as it is possible to hire or purchase suitable types of lorries, merchants should either be restricted to using the coolie-drawn vehicle, or take advantage of transport which will not prove both dangerous and annoying to other road users. We admit that these vehicles serve a useful purpose to a certain extent, but the time has come when that purpose must not be allowed to interrupt normal traffic.

Willful Refusal.

An interesting case has just been heard at Home when the appeal of a lady member of the Automobile Association against her conviction by the Shoreham Bench was allowed by the Horsham Quarter Sessions.

The Shoreham Bench had convicted the motorist for unlawfully refusing to stop the car at the request of a Police Constable, although the A. A. solicitor, in arguing the case, strongly contended that there could be no conviction unless it was established that the refusal was wilful as proscribed by the Act.

At the Quarter Sessions the motorist's case was conducted by Sir Henry Maddocks, K.C., and after considerable argument the Court decided that the conviction was bad on account of the omission of the word "wilful".

A Word of Caution.

Although it is not known by all motorists that there is no speed limit in either Hongkong or Kowloon, (excepting of course in controlled areas) there formerly was. In spite of the fact that much latitude is given, it is not an unusual sight to see motorists enter a control area without making the slightest effort to reduce speed to the prescribed 15 m.p.h. It is no hardship to obey the in-

structions, and even if the controlled areas are fairly numerous, there are plenty of places where the speed-lover can "open out" with safety. Control areas are not imposed without cause, and drivers who refrain from respecting that cause deserve to be fined.

Over the Harbour.

The controlled areas in Kowloon and the New Territories are as follows:

Chatham Road, Childrens Playground.
Nathan Road, Kowloon British School.
Nathan Road, Po Hing Theatre.
Hung Hom, Cook St. to Bailey's Yard.
Chuna Sha Wan Truck Line Crossing.
Tsau Wan Village.
Un Long Market.
Fanning Railway Crossing.
Fanning and Sheung Shui Railway Crossing.
Level Crossing from Sheung Shui to Tai Po.
Under Bridge Tai Po Road.
Tai Po Level Crossing.
Level Crossing by Lyson's House Shatin.
Level Crossing Shatin.

Shok O Road.

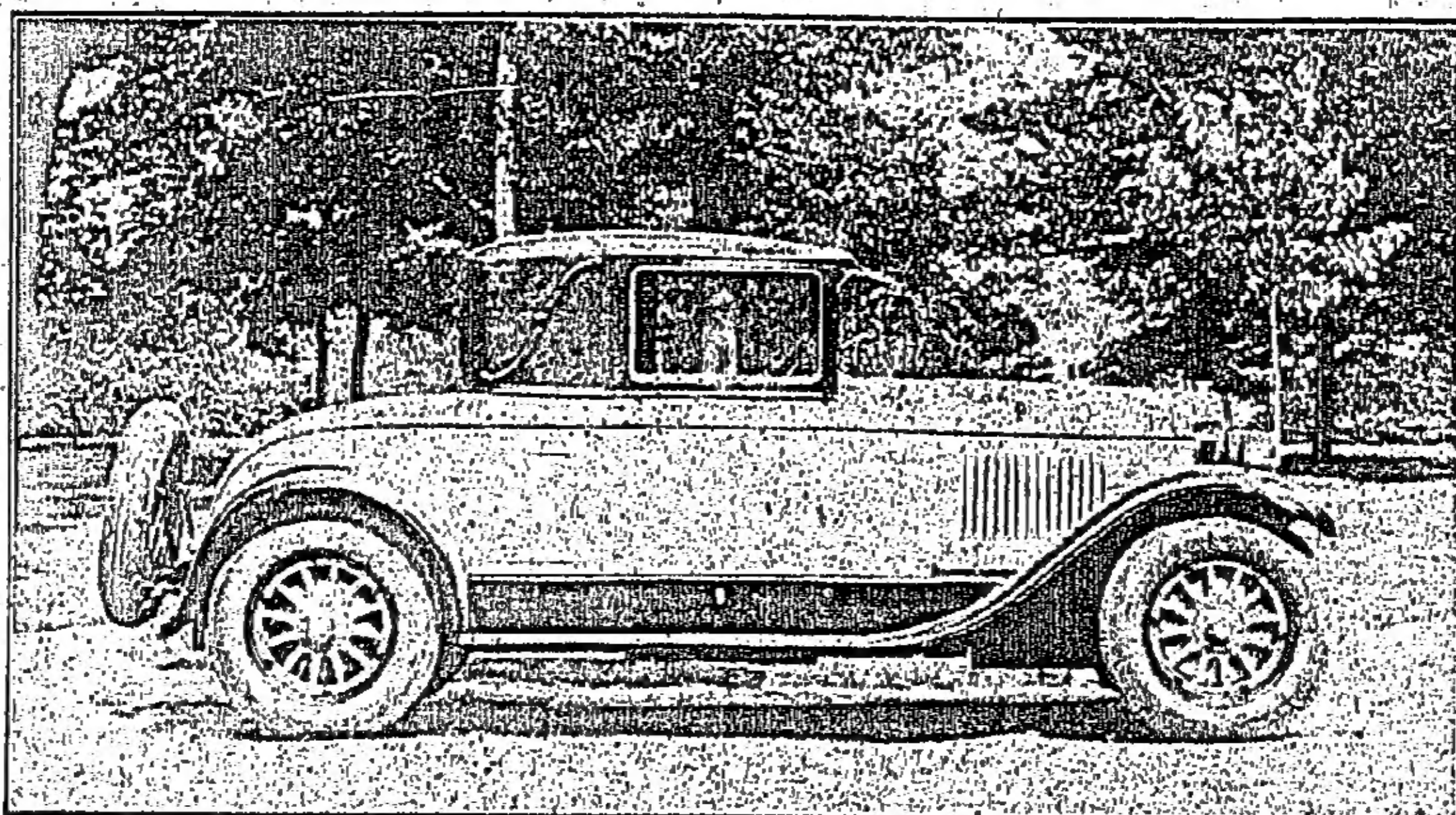
Motorists will be glad to know that much improvement has been effected on the Shok O Road, much of the looseness of surface having been remedied. The work is by no means complete yet, and special care should be taken not to take corners at too great a speed, otherwise the surface will be broken again and loose stones torn up. So far the top dressing has not been done, and until the workmen have finished their task, thoughtful and careful driving will not only assist them, but hasten the completion of the task.

Motor Cyclists.

Hongkong motor cyclists do not appear to bother to provide themselves with suitable motoring clothes, even when a trip around the New Territories is undertaken. The climate here is, of course, against the heavier kit frequently seen at Home where motoring dress is, if anything, overdone. Nothing pleases the young enthusiast in England more than to tog himself up in something similar to aviation kit, including leather coat, gauntlet gloves, goggles, and occasionally, crash helmet! There is a type of leather helmet which is far more comfortable than a topee which is liable to blow off, and one would have thought that goggles would be popular here, taking into account the number of insects flying about, especially by night, not to mention dust. Local cyclists apparently prefer to risk damage and discomfort to the eyes rather than render their features unsightly by wearing goggles.

At last the White Line is getting a move on in Ipoh. This safety device for motor traffic hitherto consisted only of a 50 yards line in Station Road put down in September. Recently the White Line suddenly made its appearance at the junction of Tambun Gopeng and Brewster Roads. Then the line was put down along the busy Brewster Road thoroughfare up to the Convent. It is to be hoped that the next step will be the clearing of the roadsides so as to allow of wider space for cars going in the same direction to pass slower moving traffic.—T. O. M.

A LUXURIOUS TWO-SEATER COUPE.



The above shows the new model standard coupe for two produced by the Cadillac factory. It combines racy new lines with many added refinements.

NEW STYLES.

CADILLAC'S WIDER RANGE.

With sales records for the past twelve months showing an increase of 87 1/2 per cent. over the preceding year, the Cadillac Motor Car company is marking the anniversary of the introduction of its current model by an announcement which stresses individualized service in the selection of body styles and appointments. Further refinements in both chassis and coachwork are enumerated in the announcement: five new body styles are added and the complete Cadillac line now includes 50 body types and styles, 500 colour combinations and an extensive choice of exclusive upholstery.

In line with the present tendency of owners to seek the greatest possible amount of individuality in their cars, the Cadillac company during the past twelve months has made studied efforts to meet every requirement in body, style and colour combination, with excessive cost.

New features now presented include a radiator shell somewhat increased in size and with the front radius definitely sharpened, with a new medallion-type emblem on its front; one-piece front fenders of a new type; and a new and highly ornamental instrument board panel of embossed German silver and walnut. The outstanding feature of the Cadillac announcement, however, is the revelation of the length to which the company has gone in the removal of standardization in appearance and in meeting individual tastes and requirements in coachwork and personally selected colour combinations.

In its introduction of the new car one year ago, the Cadillac company emphasised the Cadillac characteristics of value and performance, coupled with new features of greater power and liveliness in the engine, and simplification and better riding qualities in the chassis. There were six standard and seven custom-built bodies with lines that were new and sweeping. The succeeding twelve months proved the greatest in the history of the company in sales, and the output. Cadillac officials state, constitutes the greatest twelve months production of fine cars at or above the Cadillac price in the history of the automobile industry.

AMERICA'S FINEST CAR.

ARRIVING SHORTLY.

Wear informed by Mr. Andrew Harper, Jr., the local Ford dealer, that Hongkong is shortly to enjoy the distinction of possessing the finest motor car produced in America—the Lincoln.

This is not the first Lincoln to be brought to the Colony as Mr. L. Dunbar, the well-known flour broker, is the proud possessor of a Lincoln Touring Car, which he recently brought with him, for the second time, from America.

However, the car expected shortly differs from this car in that it is of the Sedan type. The body is custom-built, and strikingly individual, being designed by Judkins, one of the foremost body builders of America. The exterior is done in Cobalt Blue trimmed with Gold. The interior is upholstered in blue and tan pencil-striped, broadcloth, which harmonizes beautifully with the exterior. A special feature of this "Four-passenger, 3-Window Berline by Judkins" is a disappearing plate glass partition which enables the owner to convert the car from an owner-driven Berline into an ultra-smart, chauffeur driven Sedan when desirable.

The car is fitted with every convenience and luxury imaginable, having a cigar-lighter, automatic windshield wiper, rear view mirror etc. in the front compartment. The rear compartment is equipped with a smoking set, ladies vanity case, silk-lined door pockets, foot rest hassocks, toggle grips and many other comforts. In short this beautiful car is the last word in modern motor cars.

The Lincoln car is a product of the Ford Motor Co. and as such has derived the benefit of all the unparalleled resources, the engineering talent, and the unlimited facilities of the far-reaching Ford organization. It is Mr. Ford's "hobby." In 1922 when the Lincoln organization was taken over by Mr. Ford he stated that he had long had the desire to build the most perfect car in the world, and that he would spare nothing to realize this ambition with the Lincoln.

As taken of the esteem in which the Lincoln is held, and the position which it occupies in the motor world we might add that several royal families have accepted it as the superlative in motor cars. The Crown Prince and Princess of Sweden, who have been touring the United States

FATAL MOTOR SMASH NEAR BOMBAY.

EUROPEAN RACEHORSE OWNER BADLY INJURED.

Bombay, Aug. 2. Poona, Aug. 1.—A fatal motor smash occurred on the Bombay-Poona road above the Ghats.

The persons involved are well known in Bombay—one a European race-horse owner, Mr. Burns, racing under the name of Mr. Vernon, who was seriously injured, and another, Mr. D. C. Chino, a Parsi, who was killed.

Having missed the last train to Poona on Saturday, Mr. Burns hired a seven-seater taxi at about 10 a.m. On the way it appears that he picked up four Indian passengers bound for the racecourse, making in all nine occupants, in spite of the strong objection of the chauffeur.

The car covered 87 miles safely, after which the back tyre burst with a loud explosion and the car swerved and skidded to the left and went down an embankment and, turned turtle, pinning the occupants underneath.

Medical aid for the injured could not be procured till 5 o'clock in the evening.

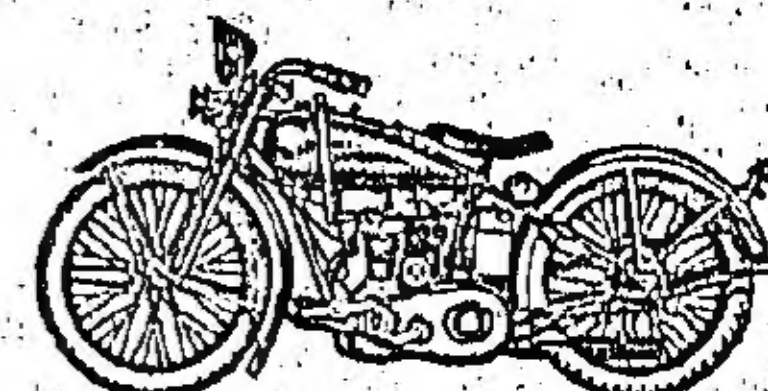
Meanwhile, another car with occupants similarly bound for the racecourse passed by, but did not heed the loud cries for help from beneath the capsized car.

Eventually one occupant managed to extricate himself and got help from a nearby railway station.

Barring one death, all the others escaped with more or less serious injuries.

For some months, inspected the Ford and Lincoln plants at Detroit. They were both so impressed with the beauty and performance of the Lincoln car that Mr. Ford, at the end of the inspection tour, presented the Crown Princess with a Lincoln which he ordered to be specially built according to the personal desires of her highness.

The Colony will no doubt be anxious in seeing what Mr. Ford has to offer in the way of high class cars and therefore the arrival of the Lincoln now on its way here will be awaited with no little interest.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Singles—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.



The present day motorcar engine is so good we take it for granted. We expect it to give years of perfect service. If it performs perfectly, we seldom think of it. But if it gives trouble we begin to think, and think hard. The proper course, then, is immediate consultation with a qualified automotive mechanic.

Our common attitude of indifference toward our motorcar engine—as long as it serves us faithfully—would be ideal if it had worked out well. But it hasn't. It has resulted in engine trouble and intense dissatisfaction.

It is quite possible that all engine trouble is preventable; it is certain that much of it is preventable.

Prevention, in this case, is not what others do for our engines, but what we do for our engines ourselves. Prevention requires that we shall treat our motorcar engines with some of the respect which we, as a matter of course, give to subjects less important.

All automotive engineers list "Incorrect lubrication" among the major causes of engine trouble.

Of course, the use of low quality or incorrect lubricating oil does not always result in engine failure. But as one of the thoroughly understood, major causes of engine failure, and one which can easily be avoided, the use of incorrect or poor quality lubricating oil deserves the thought of everyone who desires the maximum service from their motorcar engine.

Eliminate incorrect lubrication with low quality lubricating oil—by-products in the manufacture of gasoline and kerosene—and use the Correct Grade of Gargoyle Mobiloil as specified for your motorcar engine in our Correct Lubrication Chart, a copy of which will be mailed to you upon request.

VACUUM OIL CO.

DO YOU NEED AN EXPERIENCED DRIVER

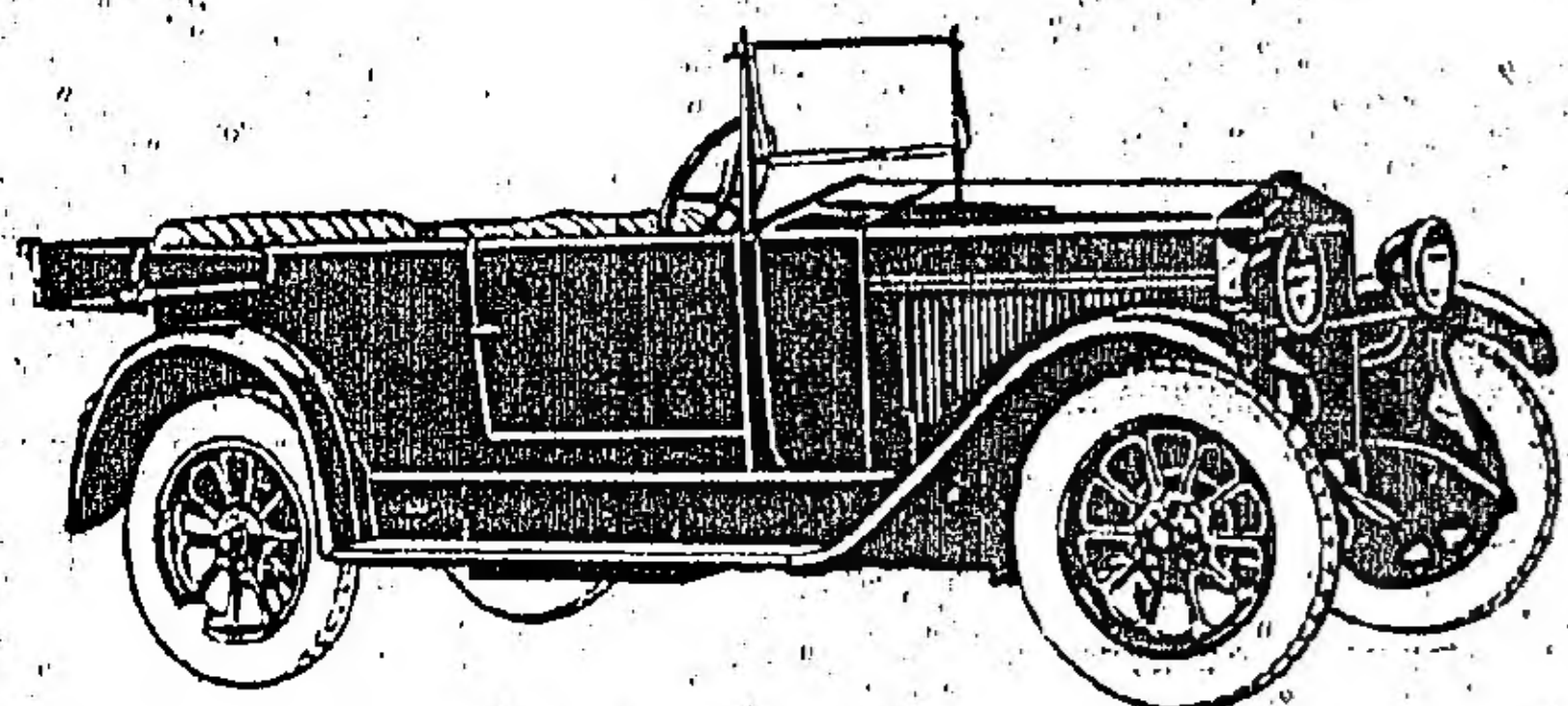
At a Reasonable Salary?

If so, apply to—

The Hon. Secretary,

Hongkong Automobile Association,
c/o The Hongkong Telegraph.

FIAT



Have you seen the little "FIAT" yet, with a metal frame body, 4 wheel brakes, Balloon tyres, and low gasoline consumption—the car with a name behind it?

A trim little motor, noiseless, smooth, will take you up any hill—no overheating—reliable!

Spare parts stocked and every attention given by our service station, the Duro Motor Company.

Ask them for a trial spin, no obligations.

FIAT 509

Fiat Model 507 4 seater Torpedo	\$1900
2 " " " "	\$1753
4 " " de Luxe	\$2050
3 " " " "	\$1800

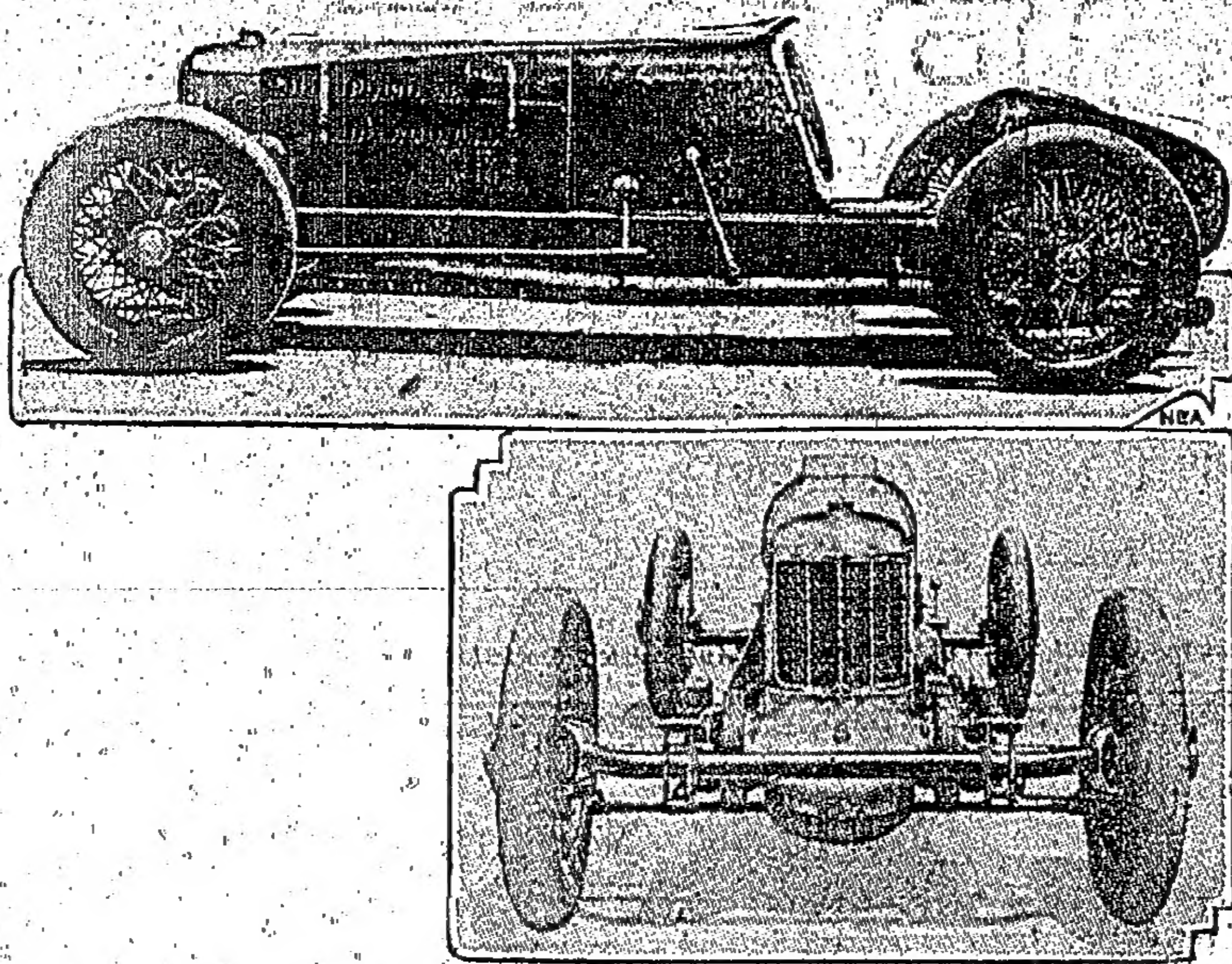
1st shipment sold out
2nd " arriving shortly

Agents for—HONGKONG & CANTON

SOCIETA ITALIANA IMP. ESO. ESTREMO ORIENTE. LTD.
MANAGERS:—A GOEKE & CO.

Tel. C. 2221 3rd floor, China Building Tel. C. 2221

RACING CAR COSTS ONLY \$15,000.



This shows the side and front views of the Miller front drive racing car which is now being made and sold for \$15,000 (gold).

THE FRONT WHEEL DRIVE.

In the new "Italians," built for racing purposes, there are many novel features but the one that seems to be the most revolutionary is the front-wheel drive.

We are now used to the idea of front-wheel brakes, but it will take us some time to be persuaded that the transmission gear from the engine should be connected up to the front wheels of a car, although at first sight it seems that it is the simplest way of transmitting the power. The engine is much nearer to the front wheels than to those at the rear.

It will be interesting to note how this innovation stands the test of rough usage.

SLUDGE.

ADVICE TO MOTORISTS.

(By Technical Department, Vacuum Oil Co.)

Occasionally motorists have been misled into thinking their oil, from its appearance on a bayonet gauge or otherwise, was in excellent shape because it appeared quite thick and rich. If at any time the oil in the crankcase gives the appearance of being heavier than when it was new, sludge formation may be expected.

Sludge is a mixture of water, oil, fuel and dust. It is a fact that clean oil and water will not mix permanently. Vinegar and salad oil will not mix, but the addition of the yolk of an egg, salt, pepper, etc. in proper proportions and in the right order, will produce mayonnaise—an excellent example of a very permanent and stiff emulsion.

If any sludge formations are found, it must be that water has found its way into the crankcase somehow. Some slight amounts may enter by way of the breather pipe in the form of a vapour, to be condensed against the cold metal. By far the greater amount, however, comes from the combustion chamber, in this way; gasoline is a chemical combination of hydrogen (H) and carbon (C). Gasoline burns in air, and by "burning" we mean combining with oxygen (O). This, of course, constitutes about one fifth of the air we breathe. The carbon in the gas unites with the oxygen to form CO₂; carbon dioxide—a gas which escapes out of the exhaust. But the Hydrogen in the gasoline unites with the oxygen to form H₂O, water. Of course this water is in the form of steam. But when the engine is cold, the metal parts, before they become heated, serve to condense this steam in the combustion chamber, in the form of minute drops which, under the action of the piston, are beaten up with the oil film on the cylinder walls. As this film is being continuously replaced with oil from the crankcase, soon the water laden oil is transferred to the crankcase, there to be whipped up with the oil supply by the action of the connecting rods. Sludge—thick, heavy, black and slimy—is the result. It may cause all sorts of trouble, particularly if the screen is small. If the screen has a fine mesh, the sludge will cover it, sometimes causing it to be broken by the vacuum created by the pump—or with less positive a pump system, the oil supply will be cut off, starving the bearings and causing them to burn out.

In connection with the formation of water from the source indicated, it is interesting to note that in dirigibles such as the Shenandoah was, a part of this water of combustion was condensed and retained in order to keep the weight of the ship constant. It is surprising to realize, too, for every gallon of gasoline burned we pass out a gallon of water through the exhaust.

If sludge is suspected, have your oil pan dropped and thoroughly cleaned, as well as the accessible parts of the inside of the engine. A lintless cloth should be used for this purpose—never use waste. A peculiarity of sludge is this; that if it has once formed, a very small

quantity allowed to remain will promote its further formation when fresh oil is added. The action seems to be, so to speak, infectious.

One class of motor vehicles particularly susceptible to sludging is fire apparatus, especially in towns where fires are relatively rare. The apparatus is generally started up two or three times a day, allowed to run for five minutes or so (not long enough to attain a running temperature) and then shut down. Such practice, while necessary, is the best possible way to produce prolific sludging.

The remedy lies in maintaining high operating temperatures. This allows the metal parts to heat up in the shortest possible time. Hot parts do not condense water. Hot oil will not hold the water, and tends to boil off diluting fuel as well. Keep your motor hot!

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 30 miles in 18 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 20,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hung body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

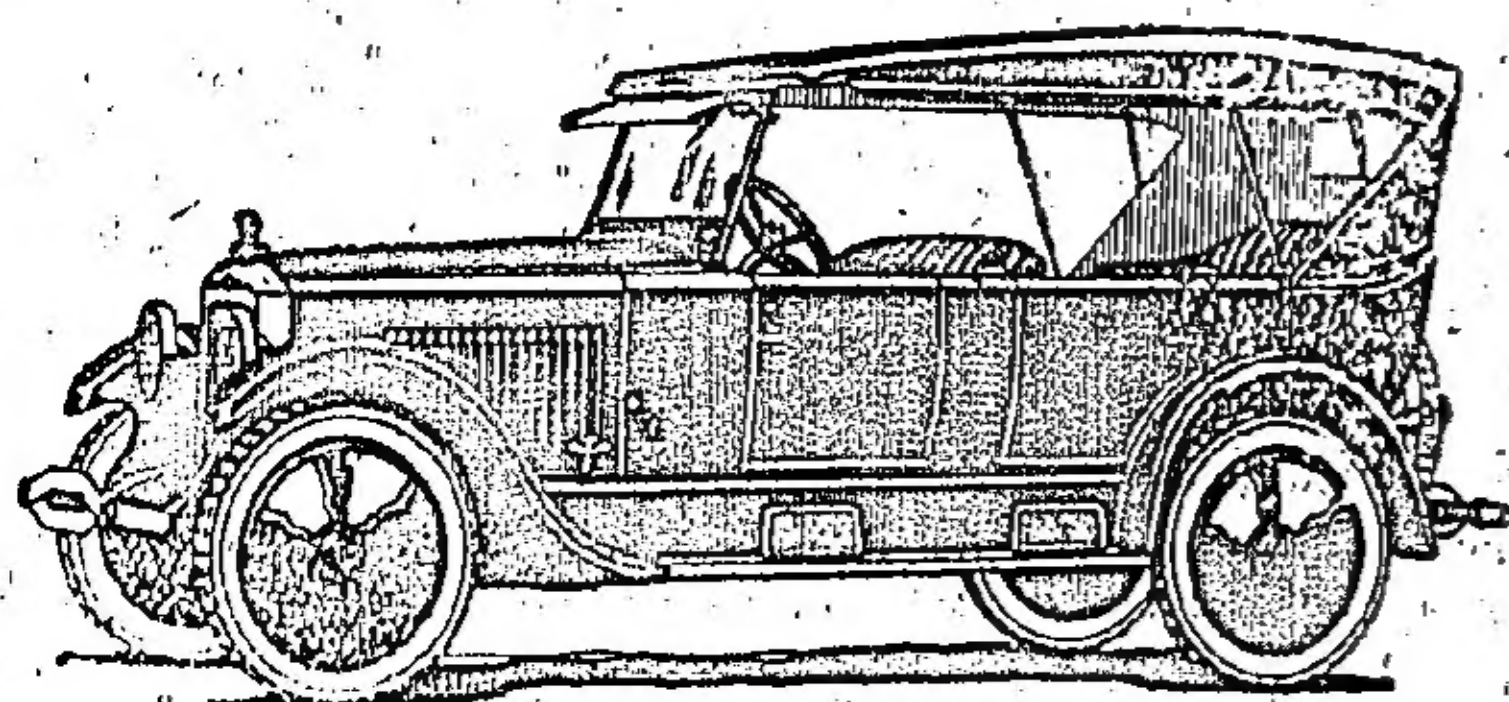
THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

HUDSON-ESSEX

With the Patented and Exclusive Super-Six Advantages



World's Greatest Value and Largest Selling "Sixes"

Their overwhelming public acceptance confirms by actual sales supremacy the outstanding leadership of Hudson-Essex values.

Quality has made them for years the largest selling "Sixes". Hudson advantages in price, performance and quality are everywhere acknowledged. And Essex shares Hudson advantages. In quality, materials and workmanship they are the same.

What cars at any comparable price can give you so much in Performance, Comfort and Handling Ease—in good looks and pride of ownership?

These cars may be purchased for a low first payment and convenient terms on balance.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	\$1,995
Special Essex Coach	\$2,145
Special Hudson Touring	\$2,995
Special Hudson Coach	\$3,195
Special Hudson Brougham	\$3,595
Special Hudson Sedan	\$3,995

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY

PACKARD

You need not be a millionaire to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



FAMOUS SIGHT FOR MOTORISTS



This cascade in Watkins Glen draws thousands of motor tourists to the famous Finger Lakes of New York.

EXAMINE THE FLOAT

After turning off the supply tap the float should be examined, and if this is leaky and filled with petrol it will not operate the needle. A leaky float is, very troublesome to deal with on the road, requiring gentle and cautious heating in boiling water to expel the petrol. If the hole can be located this should be enlarged to assist in removing the petrol and then stopped up in some temporary fashion until it can be soldered. Perhaps the best expedient on the road consists of doing without the float.

It is quite possible to adjust the petrol tap so that the quantity of fuel passes into the carburettor is just sufficient to keep the engine running at about half-throttle. If the float is found to be O.K. the small weighted levers which it operates may be jammed, preventing the needle from closing properly. Alternatively the collar may have slipped on the needle or the needle may be unduly worn, so that it does not shut off the petrol. The latter defect can usually be cured by holding the needle on to its seating with a light pressure and twisting it to and fro.

ROYALTY AND FORD

SWEDISH PRINCE & PRINCESS VISIT WORKS

The Ford Motor Company's plants in the Detroit area received distinguished visitors, on June 22, in the persons of the Crown Prince and Princess of Sweden, and the President of Hayti, with his family.

The Swedish royal party arrived at the Highland Park plant in the morning, where it was met by Mr. and Mrs. Henry Ford and Mr. and Mrs. Edsel Ford. With Mr. Henry Ford and Mr. Edsel Ford acting as guides, the Crown Prince Gustavus Adolphus and the Crown Princess Louise went through the plant from end to end. They visited the Henry Ford Trade School and pronounced themselves

much interested in this branch of the Ford industries.

The visit to the Highland Park plant closed, according to custom, with a trip along the High Assembly line, at the finish of which the Crown Princess commented enthusiastically on the fact that the car they had been following in its fabrication was driven off under its own power.

The Crown Prince, himself, an engineer, discussed the automobile industry with Mr. Henry Ford, and was unqualifiedly enthusiastic in his praise of the Ford industrial ideal.

Some thirty persons were in the party which went through the Highland Park plant. The plant itself was gaily decorated with bunting in the national colours of America and Sweden.

In the afternoon the party visited the Fordson plant.

At the end of the royal party's visit, Mr. Henry Ford presented the Crown Princess with a Lincoln car. Built according to their wishes, the Lincoln will await the royal pair on their return to Sweden.

President Borno of Hayti

President Louis Borno, of the Haytian Republic, accompanied by his wife and daughter, two aides, and the American financial adviser to Hayti, Dr. Cumberland, also visited the Ford Detroit plants on June 22.

The president was met at the station by a representative of the Ford Motor Company. After breakfast at the hotel, the presidential party was taken to the Fordson plant where they spent three hours.

Lunch was served for the party at the Lincoln plant in the dining room, decorated with national colours of Hayti. Inspection of the Lincoln plant followed, after which the party fare for Highland Park.

Mrs. Borno and the President's daughter were too fatigued to go through the Highland Park plant, but the President enthusiastically continued with his inspection.

President Borno speaks both French and English fluently. He was educated in Europe, and this is his first trip to the United States. He professed a lively interest in road improvement and in the expansion of the Haytian coffee industry, in the course of his conversation. Ford automotive units are much used in Hayti. The republic occupies about a third of the island of Hayti.



Going riding alone is such an awful waste of good moonlight.

Ford



Ford Truck Transportation Cheap and Dependable

Ford trucks are increasingly popular in China because of their low first cost, low operating expense and great dependability. The all steel chassis gives long life, and there are no expensive replacements. Bodies to meet bus and transportation requirement are supplied at reasonable cost. Let us give you a demonstration of the utility and economy of the Ford Truck.

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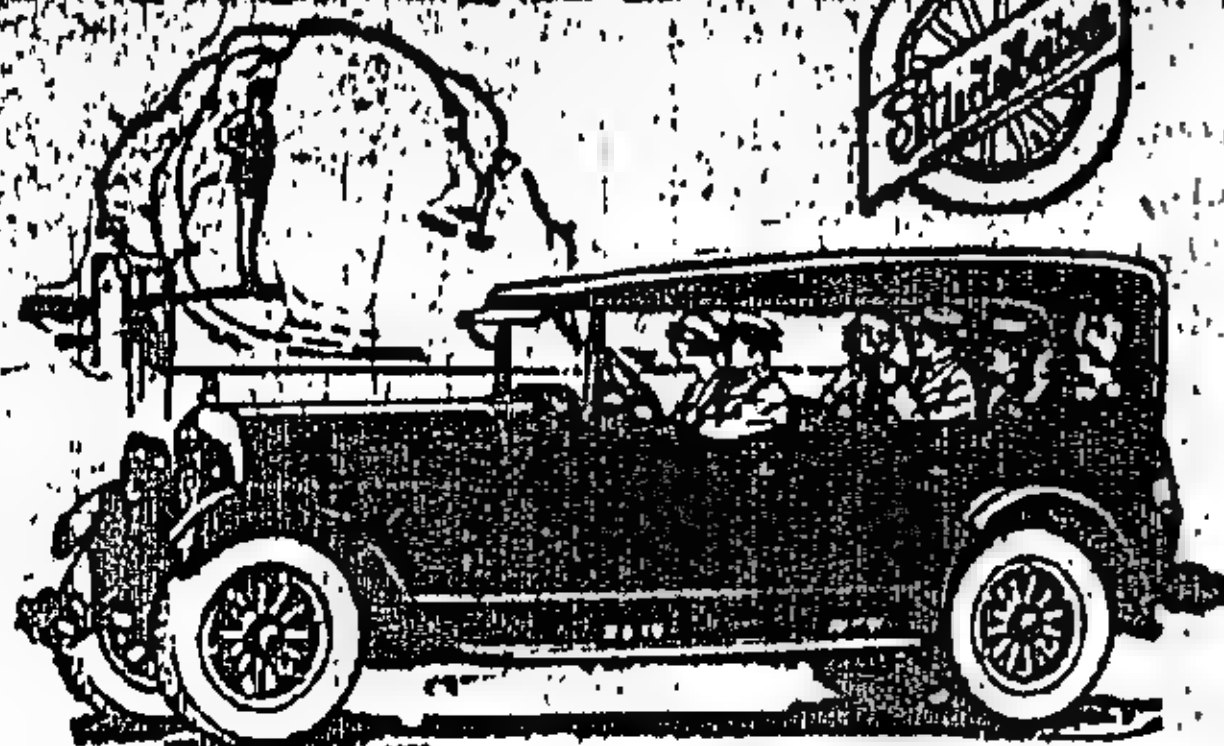
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Ford Motor Company

Detroit, U.S.A.

STUDEBAKER



August, 1925

Winner of Russian Endurance Trials

February, 1924

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November, 1924

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July, 1925

Set Record Barcelona to Madrid

June 17, 1926

Set Record New York to San Francisco

ONLY a car of superlative design—made from the finest materials and with skilled workmanship—could possess the stamina necessary to prove itself the victor in the most gruelling tests the world over. To pay less than a Studebaker cost is false economy. To pay more is needless extravagance.

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STANDARD SIX

Duplex-Phaeton	H. K. \$2,650
Duplex-Roadster	2,600
Sports-Roadster	2,990
Country Club Coupe	2,990
Coach (2-Door)	2,760
Sedan (Wool Trim)	2,990
Sedan (Broad Cloth)	3,200
Berline	3,350

SPECIAL SIX

Coach (2-Door)	H. K. \$3,350
Brougham	3,900

BIG SIX 120" WHEELBASE

Duplex-Sports-Phaeton	H. K. \$3,650
Duplex-Roadster	3,450
Sports-Roadster	3,780
Club Coupe	3,800
Sedan	4,350
Berline	4,520

BIG SIX 127" WHEELBASE

Duplex-Phaeton	H. K. \$4,075
Brougham	4,775
Sedan	4,900
Berline	5,075

(Folding tops optional on Phaetons)

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The 9/20 h.p. ROVER Car - 1926

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Could You Save It?

If your car caught fire, could you save it?

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Operated by a valve of the type
Erase Cylinder 15 inches high
ALWAYS READY FOR USE

Weights only 6 lbs. and is the ideal form of protection for motor cars motor boats etc.

Demonstration any time.

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— by —
SHEWAN TOMES & CO.
Tel. C. 781 Import Dept.

More than 1,748 million journeys were made by passengers on British railways last year. The total tonnage of goods and mineral traffic was 316 million tons, of which 193½ millions represented coal and coke and 59½ millions general merchandise. According to the Ministry of Transport returns about 1,700,000 tons of coal and coke were carried by the railways of Great Britain.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

FOR GASOLINE

There is a rather general impression that "gasoline is gasoline," that is, that liquid sold under the many different brands is practically identical in its qualities.

GASOLINES ARE BEING IMPROVED.

This may have been substantially true in the past, but it is much less so to-day, for recently great activity has developed in improving motor fuel. Gasoline refiners are putting forth earnest efforts to adapt the properties of their products most fully to the requirements of existing motor car engines and even to fit them for use in future more highly developed ones. Competition is keen among the great gasoline refiners and each is striving to produce an article superior to that offered by the others.

SMOOTHER RESULTS AND LESS OIL DILUTION.

New refining processes have been introduced which eliminate fuel constituents that cause "pinking" or add those capable of suppressing it and which also reduce the proportion of highly volatile components. Gasolines treated with anti-knock agents are also on the market and it is undoubted that there are wider differences in quality between various brands of fuel, procurable at various filling stations, than ever before in the history of the industry.

YOUR PET BRAND MAY NOT BE THE BEST.

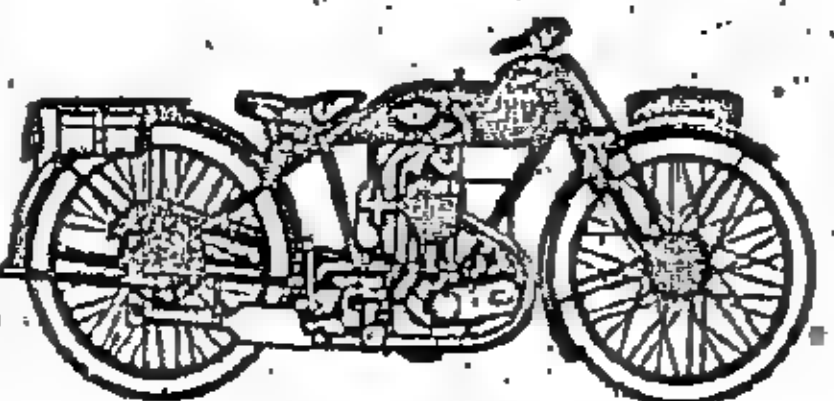
The average person tends to become highly conservative in the matter of any product which he regularly uses, sticking to a long-used brand until some special circumstance causes him to make a change. This applies to gasoline as well as to breakfast foods, cigarettes and dozens of other commodities. Very often, making an occasional "switch," results in the discovery that some other brand is superior to that which he has been using.

TESTING OUT THE NEW FUELS.

A little shopping around in the fuel field, among the new gasolines, will not be amiss just now, and may be the means of obtaining greater satisfaction from one's car. Perhaps a gas can be found that will enable the engine to run without "clicking," with full throttle, when severe hills are being climbed.

W. E. B. writes: When I first had my 1922 car, the engine would "tick along" like a clock when it was running idle, but now it idles jerkily and seems to hesitate, although it runs just as well as ever when it is pulling the car. Why is this and what can I do to restore more perfect idling?

Answer: Long usage causes wear, which permits air-leaks into the intake and slight short-comings in cylinder gas-tightness, which do not materially affect engine performance under load, but which cause certain



A Strictly Private and Confidential Arrangement.

That is the very Essence of ALEX. ROSS & Co's EASY terms. It is the easiest and fairest way of buying the machine you need.

A. J. S. Side Valve
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INDIAN PRINCE
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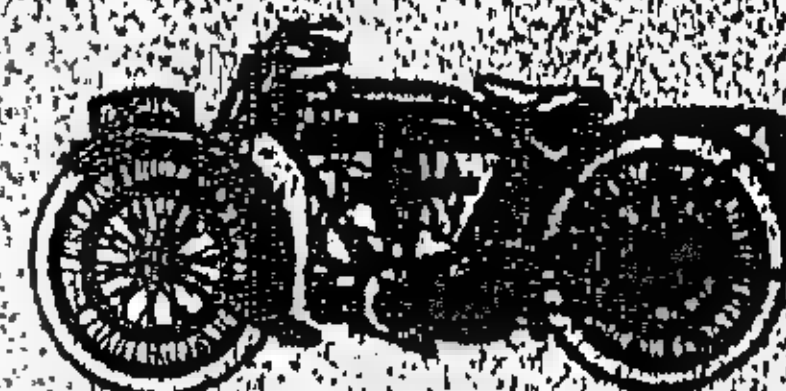
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2.49 H.P. Solo, Acetelene Lighting	\$350.00
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3.49 H.P. Electric	\$500.00
3.49 H.P. OHV, Solo, Acetelene Lighting	\$525.00

IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount.

THE SINCERE Co., Ltd.

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CHINA UNDERWRITERS, LIMITED.

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SOCNY
MOTOR OILS
AND
GASOLINE

INTERESTING FIGURES.

Major Stenson Cooke, Secretary of the A. A. London, has sent us interesting figures showing that, during the ten-days prior to the commencement of the August Bank Holiday, the Automobile Association issued holiday routes to members aggregating 13,000,000 miles. This figure indicates an increase of 30 per cent. on the special routes issued for the same period last year.

That the volume of road traffic constituted yet another record is shown by reports (covering four days) received from the A. A. patrols, who dealt with 171,760 enquiries by A. A. members for road and general information, 2,170 motorists were assisted in regard to supplies of petrol, oil, etc., while mechanical break-downs, necessitating the assistance of the patrols, numbered 4,564. The A. A. patrols also assisted in a number of accidents, the majority of which were of a minor nature.

In addition, the A. A. Night Road Service Outfits, working on the roads until 1 a.m., gave road information to 1,086 members, procured supplies for 100 motorists brought to a standstill, and dealt with 111 mechanical break-downs.

The witness had been cautioned to give more precise answers.

"We don't want your opinion of the question," the judge told him. "We want it answered—that's all."

"You drive a lorry?" asked the prosecuting attorney.

"No, sir, I do not," was the decided reply.

"Why, sir, did you not tell my learned friend but a moment ago that you did?"

"No, sir, I did not."

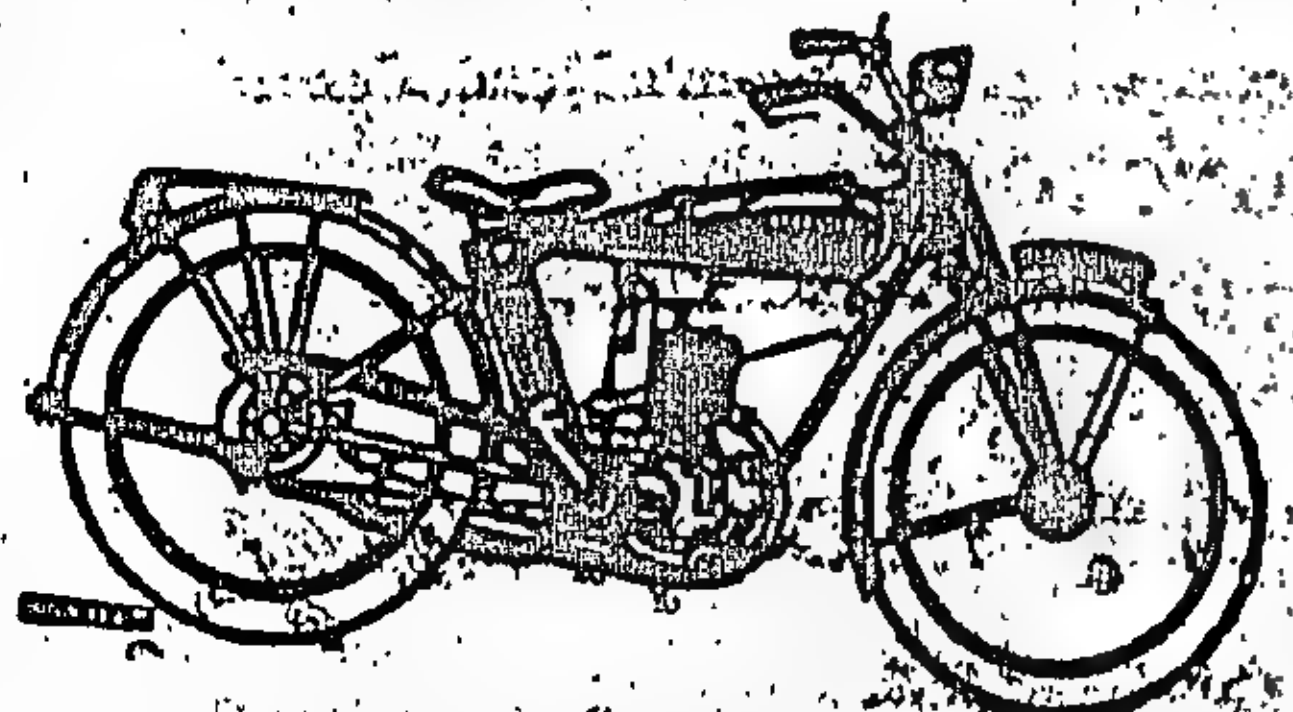
"Now, I put it to you, my man, on your oath. Do you drive a lorry?"

"No, sir."

"Then what is your occupation?" asked the state's attorney, in desperation.

"I'm a lorry engine," was the reply.

Puch Motor Cycles



3 H.P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

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Prest-O-Lite

SUPER-SERVICE BATTERIES FOR DARK NIGHTS AND CRANKITIS



The Prest-O-Lite		Battery		Dimensions		Price		Group	
VOLTS	AMP HOUR CAPACITY AT 75° F.	TYPE	CASE	INCHES	INCHES	INCHES	PER EACH	REPLACEMENT	NO.
6	15	65 MR	RUBBER	4 1/2	3 1/2	6 1/2	\$19	CYC	
6	20	611 RHR	DO	4 1/2	3 1/2	6 1/2	\$24		
6	25	A-613 JR	DO	4 1/2	3 1/2	6 1/2	\$25		
6	30	611 RHR	WOOD	4 1/2	3 1/2	6 1/2	\$30	A	
6	35	60 KPR	DO	4 1/2	3 1/2	6 1/2	\$32		
6	40	A-611 SH	RUBBER	4 1/2	3 1/2	6 1/2	\$32		
6	45	A-615 JR	DO	4 1/2	3 1/2	6 1/2	\$33		
6	50	A-613 SH	DO	4 1/2	3 1/2	6 1/2	\$34		
6	55	A-615 SH	DO	4 1/2	3 1/2	6 1/2	\$34		
6	60	619 RHR-2S	DO	4 1/2	3 1/2	6 1/2	\$34	CAD	
6	65	A-617 SH	DO	4 1/2	3 1/2	6 1/2	\$35		
6	70	A-617 SH	DO	4 1/2	3 1/2	6 1/2	\$35		
6	75	1211 AHS	DO	4 1/2	3 1/2	6 1/2	\$35	M/C	
6	80	1211 AHS	DO	4 1/2	3 1/2	6 1/2	\$35	M/O	
6	85	1211 AHS	DO	4 1/2	3 1/2	6 1/2	\$35		
6	90	1211 SRK	DO	4 1/2	3 1/2	6 1/2	\$35		

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4. Auburn 4, Buick 8, Chevrolet Cleveland, Essex, Ford, Overland, &c.
5. Auburn 6, Buick 6, Chandler, Hudson, Jordan 8, Oakland, Tem, &c.
6. Hupmobile, Marmon, Packard 8, Paige, R & V Knight, Willys Knight &c.
7. Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
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10. Cadillac Battery
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12. Morris-Cowley replacement Battery.
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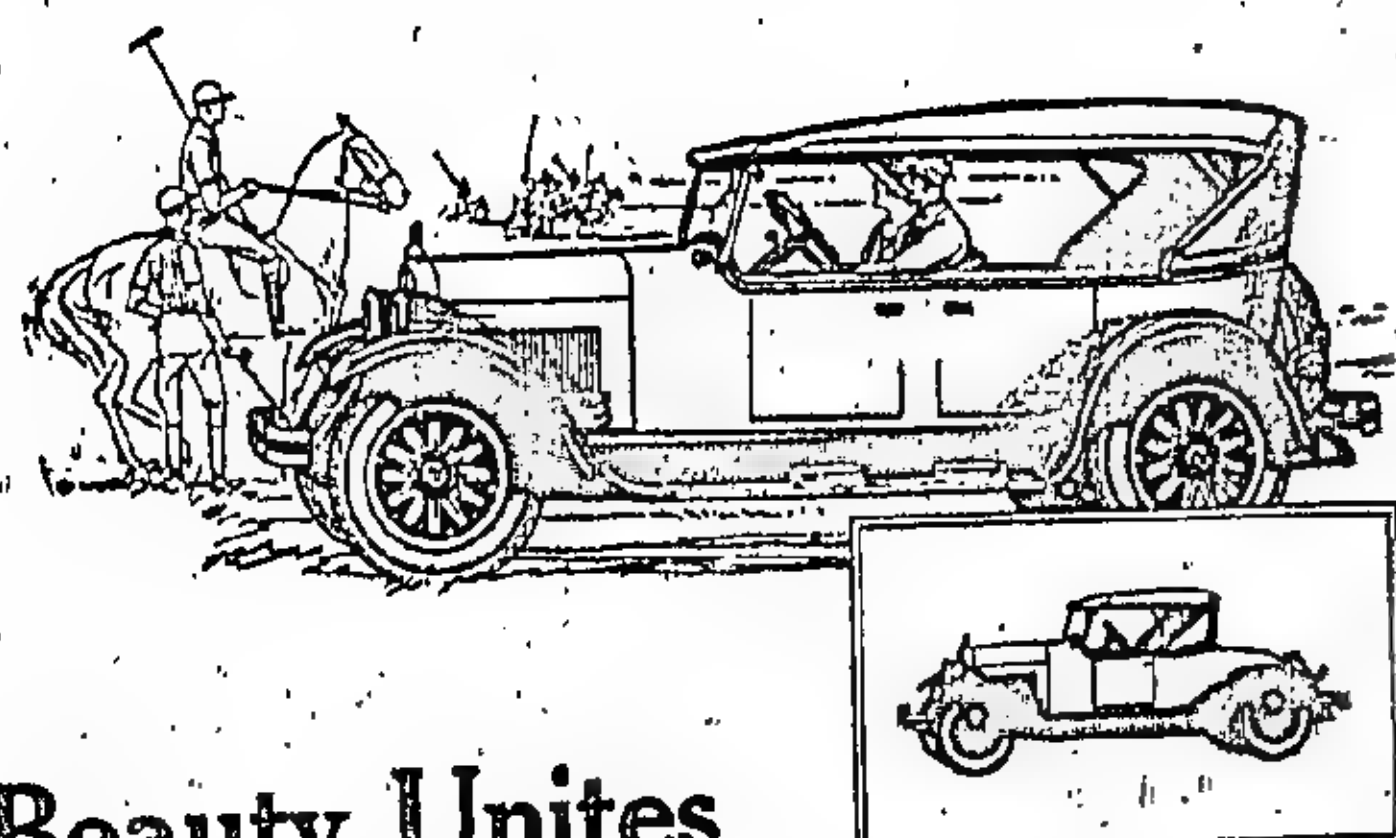
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BEFORE INSURING YOUR CAR
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Beauty Unites with Luxurious Comfort

In Dodge Brothers "Sport" Touring Cars and "Sport" Roadsters, genuine beauty and luxurious comfort are successfully combined.

Body and bonnet are finished in brilliant pheasant green lacquer, set off by a single striping of partridge cream. The upholstery is deep and comfortable, in gray Spanish genuine hand buffed leather.

Here is a car that appeals strongly to men and women who insist that their personal possessions express good taste. Its appeal is made doubly strong because, with its distinctive beauty, there is the Dodge Brothers dependability, which is known the world over.

Special equipment includes: Tan colored top with natural wood bows nickel trimmed, natural wood wheels, nickel radiator shell and emblem, one piece windshield with automatic cleaner, bumpers, bullet shaped head and cow lamp, rear view mirror and scuff plates.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
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DODGE BROTHERS MOTOR CARS

MOTOR RACES AND TYPE PRICES.

A CHAIR OF HIGHWAY ENGINEERING.

The Grand Prix of Europe Race takes place on the San Sebastian course in Spain to-day, writes Mr. H. Massac Buis, in the *Observer*. Though it is the fourth event in the list of first-class Blue Riband long-distance classified international car races in the 1926 season, it will be the first occasion on which the foremost European constructors will pit their cars against one another, because the Indianapolis race proved to be an American event in that Europe was not represented by any material worth while and the French Grand Prix Race on the track at Miramas last month was a farce.

The Royal Automobile Club's first international Grand Prix Race will start on the track at Weybridge on Saturday, August 7, at 2 p.m. It was postponed from a Bank Holiday fixture to accommodate to-day's Grand Prix of Europe Race, that no manufacturer might abstain from either on account of the events being too close together for the cars to be turned up to fulfill the quite different climatic and other conditions. The only front-rank international firms represented in the present list of thirteen entries are teams of three 1926 Talbots and as many Delage cars. The Royal Automobile Club has decided that it will accept entries up to 5 p.m. on Monday, 26th instant, from manufacturers or their accredited agents in this country. Sir Arthur Stanley, chairman of the Club, offers a cup to the entrant of the car making the fastest lap during the race. A special enclosure adjoining the members' enclosure on the hill will be set apart for the race, the charge for admission being £1, which will include admission to the paddock and to the public enclosure. To this end a light bridge is being built across the track to connect the paddock with the hill. The race will be over a distance of 110 laps or 287 miles, every yard of the going being in full view of the spectators and all cornering in the finishing straight and on to the home banking; in other words, at close range. The distance between the three sandbanks which form the bends to be negotiated has been increased from 30 to 45 feet.

In the meantime the price of tyres in this country will be reduced materially to-morrow, following reductions made in America, and in the autumn Sir Henry Maybury, Director-General of Roads, will convene a meeting in London to carry out his long-cherished dream of establishing a Chair of Highway Engineering at London University, for which some £12,000 has been promised, but more is, of course, needed.

S. M. M. T.'S NEW PRESIDENT.

Mr. Richard Maudsley, the brilliant engineer, whose work in pioneering the car that is light but commodious as distinct from a reproduction in little of a full-size car, has been unanimously elected President of the Society of Motor Manufacturers and Traders in succession to Sir William Lettis, K.B.E., whose term of office has expired. Mr. Maudsley is the mainspring of the Standard Motor Company, of Coventry.

A THREE LITRE SIX CYLINDER ENGINE HUBNER.

It is an open secret that the most marked general tendency to be revealed at the yearly motor car show at Olympia in October will be the introduction of six-cylinder engines. In this connection Hubner will present a 3,075 c.c. overhead inlet and side-by-side exhaust valve six-cylinder engine 20.9 h.p. chassis with four wheel brakes, a four speed gearbox, and 4 feet 9 inches track.

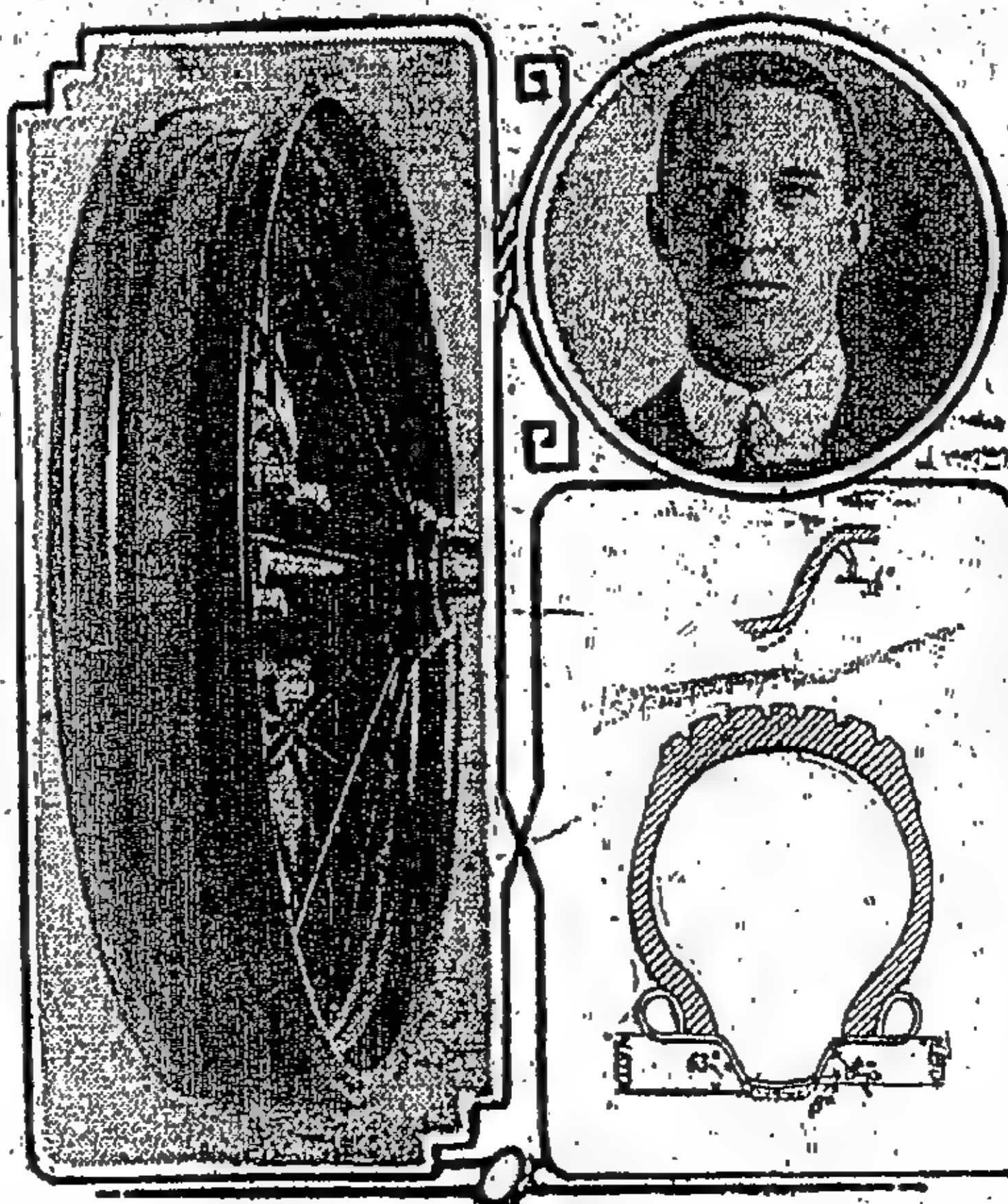
RENAULT'S WORLD RECORDS.

A 45 h.p. Renault car has captured the twenty-four hour record by travelling at a mean speed of 108.3 m.p.h. at Montlhéry track, on the 10th instant, when it also captured the following records.

500 miles.....	109.9 m.p.h.
1,000 kilom.....	110.3 m.p.h.
8 hours.....	110.6 m.p.h.
1,000 miles.....	109.7 m.p.h.
12 hours.....	107.9 m.p.h.
2,000 kilom.....	108 m.p.h.
3,000 kilom.....	107.8 m.p.h.
2,000 kilom.....	107.8 m.p.h.
4,000 kilom.....	108.3 m.p.h.

The last lap was covered at 110.2 m.p.h.

NEW TYPE OF RIM.



The new "drop centre rim," cross section at right showing its construction and how tyre fits. Above is Mr. B. J. Lemon.

New York.—Those big, clumsy balloon tyres of to-day will be easier to mount and demount than the smaller casings of former years.

The reason lies in a new type of rim, one with a well or depression around it, already widely in use throughout England, developing rapidly through Europe and just being introduced in America.

Mr. B. J. Lemon, New York tyre and automotive expert, described this development recently to members of the Society of Automotive Engineers.

It's called the "drop-centre rim," from the fact that it is depressed in the centre all around its circumference, in order to ac-

commodate the loose casings and tubes when they are mounted. Into this depression the beads of the tyres are placed, air is pumped into the tubes, the beads jump back into their proper place along the sides and that's all.

No need of the hammer and tyre irons. In fact, if force is used mounting a tyre on a rim of this kind, the soft bond-tie of the tyre may be injured.

It is the softness of the balloon tyre, as against the harder high pressure tyre, says Lemon, that makes the drop centre rim possible for quick and easy tyre changing. It can be pressed easily into the well of the rim and pushed back into place, and the same process inverted can be used to remove them.

THE OUTSTANDING SUCCESS OF THE MOTOR TYRE INDUSTRY IS THE

DUNLOP

CORD TYRE WIRED-TYPE

ON WELL-BASE RIMS.

The Safest Tyre in the World FOR EVERY CAR, BRITISH OR FOREIGN

DUNLOP, which has always set the standard for Tyres—has set an even higher standard in their wired-type Cord Tyres on well-base rims. The increased comfort you get in riding on them is only equalled by the increased mileage. They are the cheapest Tyres you can buy—because they give you the longest service with the greatest safety. If your car is not fitted with wired-type equipment, but beaded edge, it can be quickly and economically converted to Dunlop wired-type tyres, fitted to Dunlop Well-Base Rims.

TO-DAY—MORE THAN EVER YOU CAN

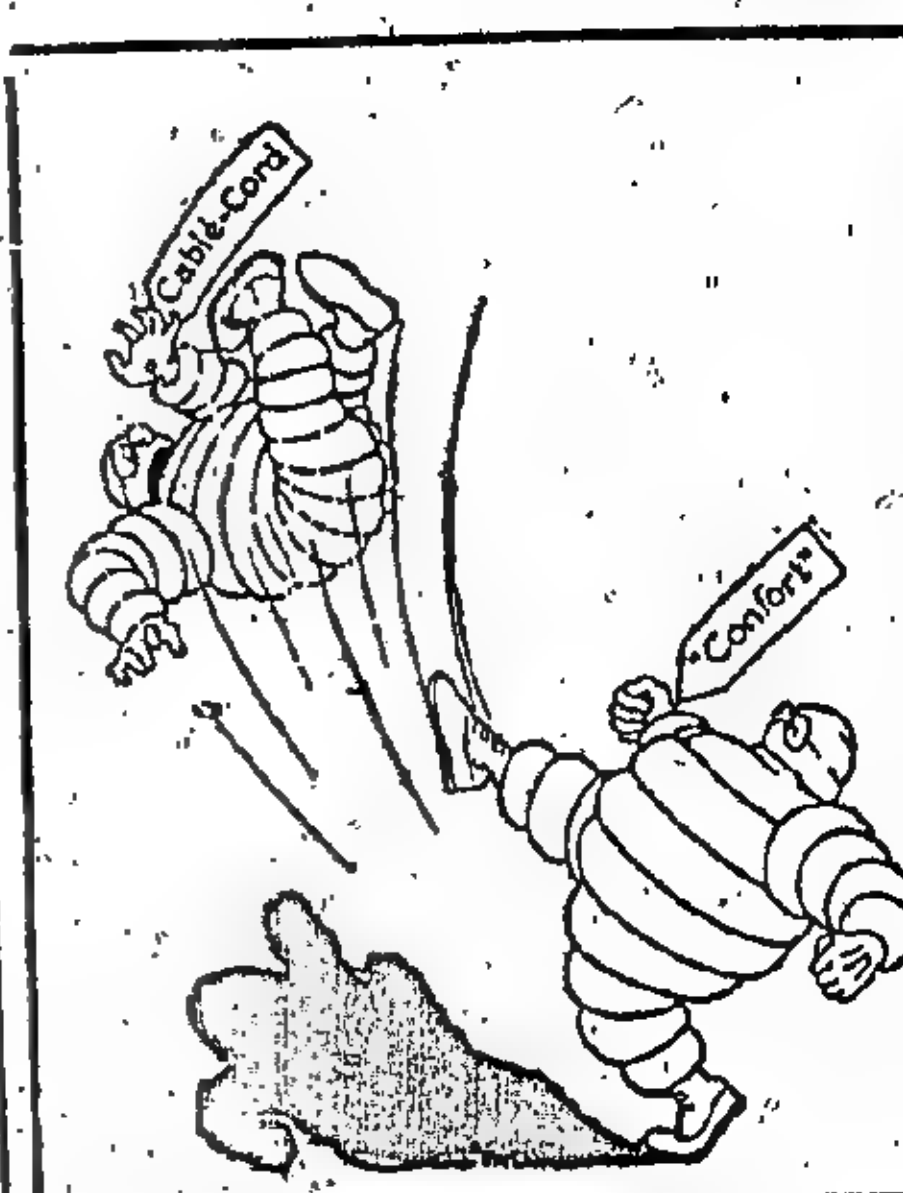
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PHONE C. 4554.



MICHELIN "COMFORT"

low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

MICHELIN "COMFORTS."

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Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 3 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

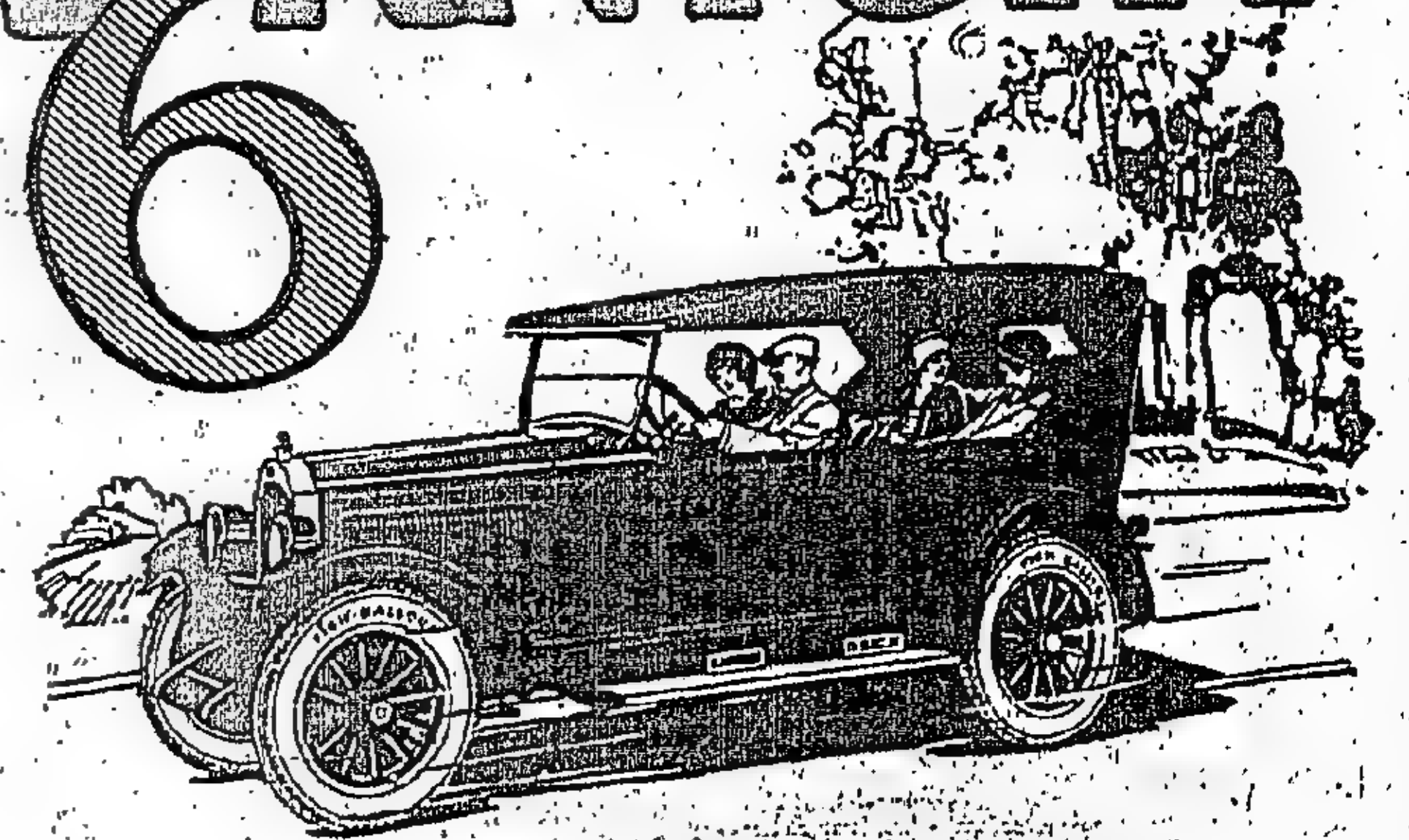
Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road, Central.



Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you have a comforting sense of security such as you have rarely experienced in any car.

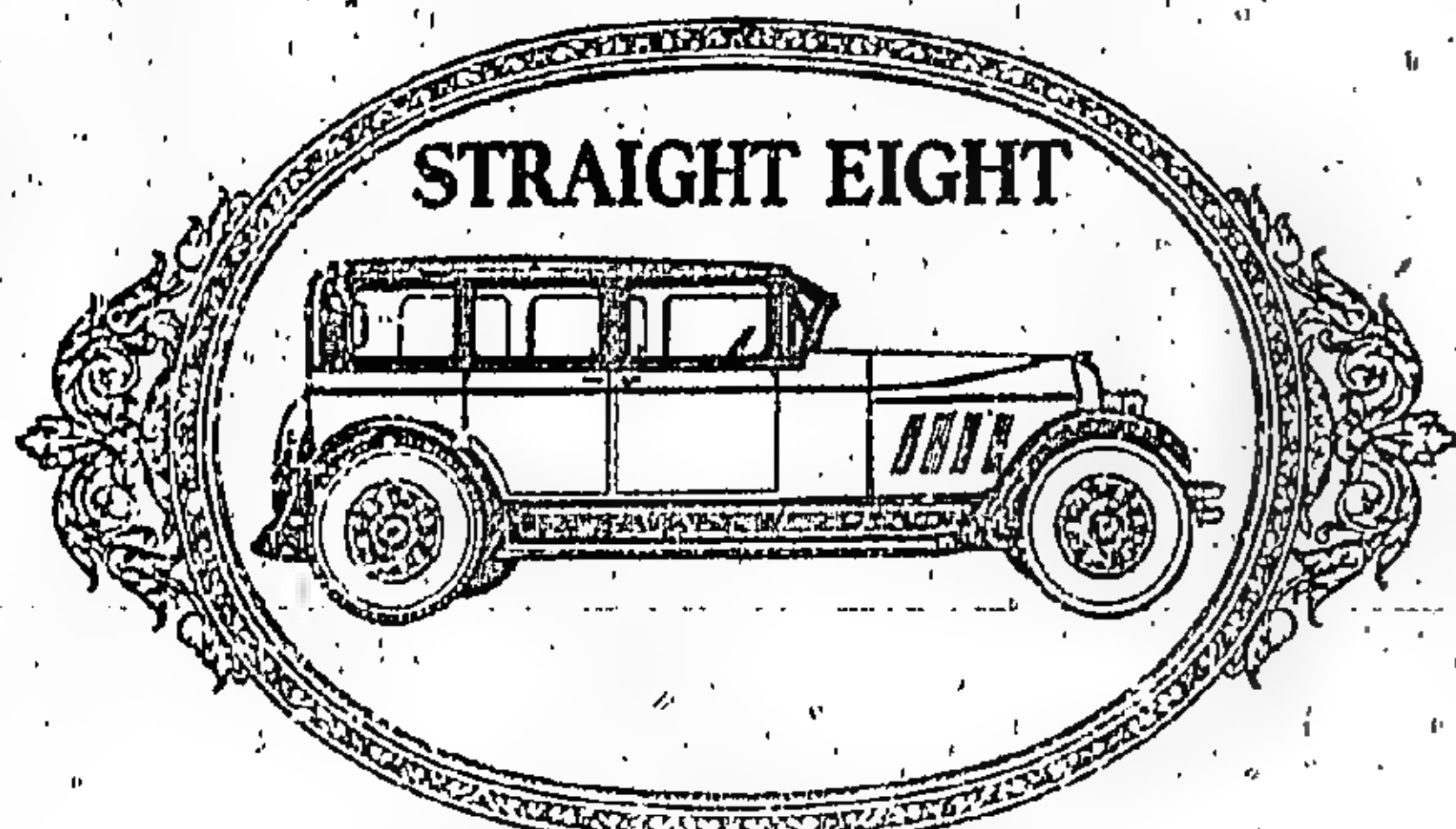
The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

CHEVROLET EXPANDS PLANT.

The largest expansion in the history of Chevrolet Motor Company involving the expenditure of \$10,000,000 and increasing of production facilities to a peak

capacity, of 1,000,000 cars per year, was started on June 1, according to W. S. Knudsen, president of the Chevrolet Motor Company. Building plans have been completed, machinery ordered, and by January 1, 1927, the company will be fully prepared to build 1,000,000 Chevrolet cars during the coming year.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep on running. Things are done and cars are built at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

人理代機方南國中環港
行洋信先
五九山下提士中街內
第一四零一六號路
麥即安面 本路自價

Full Particulars from—

The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

BOUNTY FOR MOTORS.

MAKERS WANT AN "ALL-AUSTRALIAN" CAR.

Melbourne.—For some time the possibility of constructing an all-Australian motor-car has been discussed here. The matter has now come to a head by the co-operation of a group of manufacturers in Sydney, who propose to manufacture different parts of a motor-car and join forces in forming a central company which will assemble cars and market them. One of the firms proposes to make the engines, another the gears, a third the electrical equipment, a fourth bodies, and a fifth the chassis frame.

A deputation representing these firms asked Mr. Pratten, the Minister for Trade and Customs, to grant a bounty on the production of motor-cars in Australia with a deferred duty if production was proved. It was pointed out that last year £3,781,455 was paid in duties on motor-cars imported into Australia, the approximate value of which was £19,000,000. It was stated by the deputation that with the exception of the engine, electrical equipment, chassis frame, and braking equipment, all parts of the motor-car had been successfully manufactured in Australia for many years, but no single firm had felt itself sufficiently strong to undertake the production of a complete car. The individual firms concerned will have a combined capital of £1,500,000, and the proposed central company will have a capital of an additional £1,000,000.

Mr. Pratten stated that the importance of the subject represented an epoch in the development of Australian industry. He could not conceive a subject that was more important from the standpoint of Australian development and defence, and

OWNERS' PRIDE.

LONG LIFE AND ENDURANCE.

Evidence that car owners and drivers take pride in the life and endurance of their cars is found in a unique list compiled by The Studebaker Corporation of America. This list is the royls record of Studebaker's 100,000-Mile Club and shows 817 cars with mileage records equalling or exceeding 100,000 miles that are still in active service.

In March the Company published a list of 274 owners as "charter" members of its 100,000-Mile Club. Immediately scores of letters began coming in from other Studebaker owners, offering proof of similar long service of their cars.

The largest drapers in Buenos Aires, for instance, boasts of 15 Studebakers in their service each with a mileage of "250,000 kilometers" to its credit. A veteran car in South Africa, still carrying the Royal Mail, has already passed the 400,000-Mile mark.

Such pride of ownership indicates an encouraging condition—that the motorist of to-day is intelligently endeavouring to secure the full life which the manufacturer builds into the cars.

stated that the request for a bounty would be referred to the Tariff Board for investigation, but added that the industry must be established on an economic basis. Mr. Pratten also made it clear that any bounty or other assistance given would apply also to any British or American manufacturers who establish themselves in Australia.

Those behind the scheme are full of enthusiasm, but the difficulties of mass production are very great.

PERSIAN MOTOR TRIP.

DODGE BROTHERS MOTOR CARS USED.

When officials of the League of Nations left Geneva recently to visit the Near East and obtain information at first hand on the growth of the poppy plant, from which opium is produced, Dodge Brothers Motor Cars played an important part in the dangerous and highly exasperating task.

The League officials had been sent out to gather all available data on this seductive product and formulate plans for the League's control of its distribution. Persia was their first objective. They traversed the Mediterranean Sea, landing at Beyrouth in Syria, several hundred miles from the point where they were to begin their actual labours.

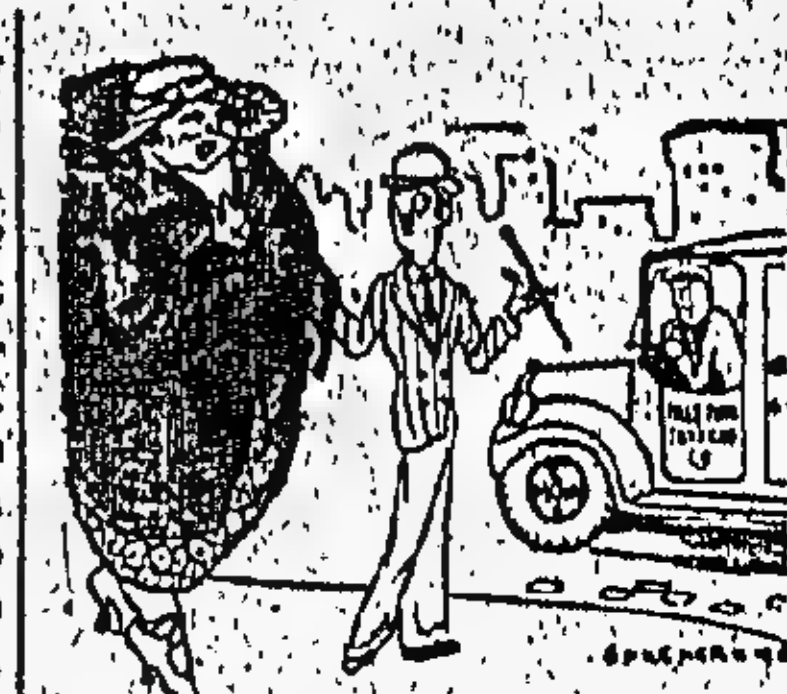
Major Bourdillon, high commissioner for Iraq, realized that the League members faced a journey of terrific hardships over deserts and mountains that might make it almost unbearable to

those afoot or atop the back of beasts of burden.

But Major Bourdillon owns a Dodge Brothers Motor Car for his personal use. He knew what it could do on apparently impassable terrain in the inland sections. Accordingly he sent a message to F. A. Kettanah, of the Eastern Motor Company, who hurried to Bagdad, where a fleet of Dodge Brothers vehicles were obtained. This fleet consisted of a Dodge Brothers Sedan, a Touring Car and a Screen Panel Commercial car. These were driven from Bagdad across the lower end of Turkey to Beyrouth from which point the journey across Persia was undertaken.

The party completed its long difficult task, travelling several thousands of miles in these Dodge Brothers Motor Cars without any inconvenience or injury to the members, entire satisfaction being acclaimed by the officials when they returned to Beyrouth.

Major Bourdillon informed members of the League Mission on their arrival in Beyrouth that the nature of the country over which they were to travel in



"Shall we take a taxi?"
"You flatter me!"
Aussie, Sydney.

Persia was most difficult," writes F. A. Kettanah, in telling of the adventure. "The hair pin curves and the dangerous mountain passes were pointed out to them and Major Bourdillon assured these officials that only a Dodge Brothers Motor Car could give them the service desired. The members were highly pleased at the performance of these cars and assured High Commissioner Bourdillon that they appreciated his thoughtfulness in providing motor cars of such sturdy character for them."



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This powerful tread with built-up shoulders finds a foothold in any kind of going up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

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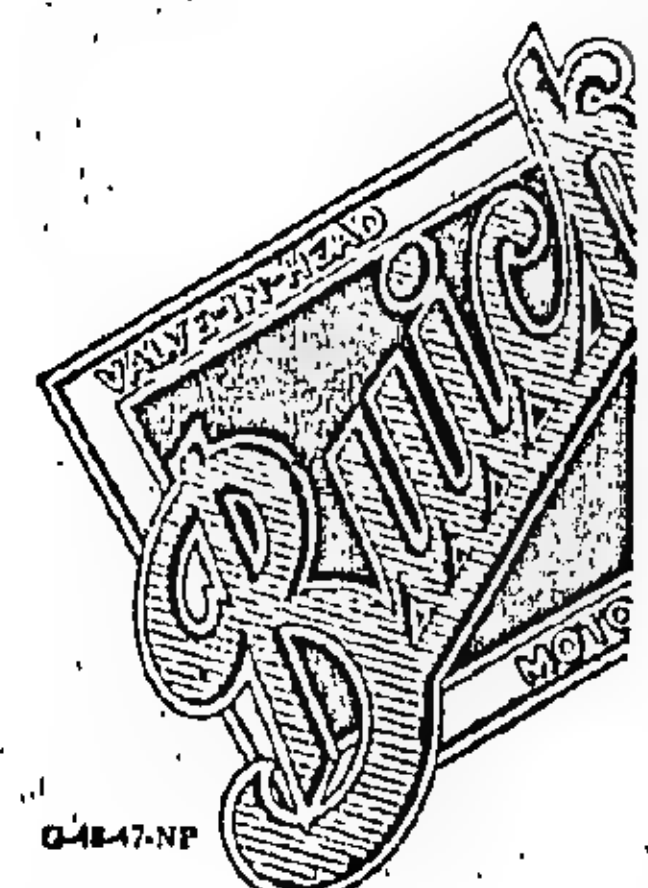
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When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

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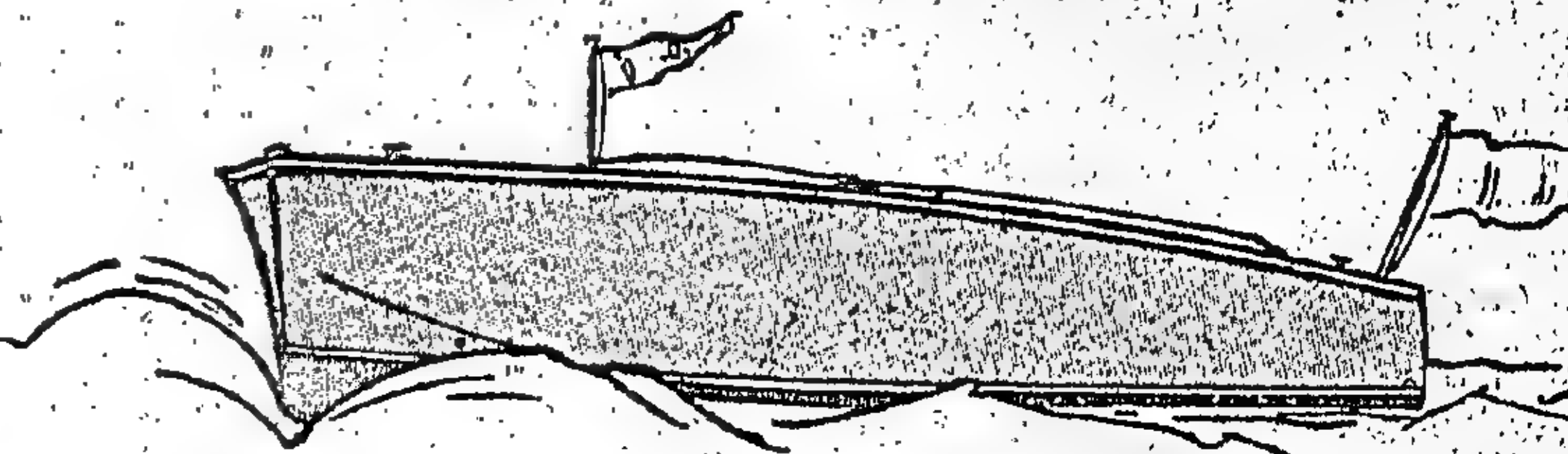
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LUDENDORFF TO WED.

WILL MARRY LADY DOCTOR.

Berlin, Sept. 3.
A notice is exhibited at the Munich Town Hall announcing the impending marriage of General Von Ludendorff to the lady doctor Hathiilde Von Kemnitz, of Tutzing. —*Reuter*.

[It was announced on July 9th that the wife of General Von Ludendorff had been granted a divorce, her plea being that Ludendorff's political activities had caused him to neglect her. The case was heard in camera. The Court declared that both parties were to blame. The General withdrew his original petition for divorce, when his wife brought the counter petition.]

THE ST. LEGER.

PROBABLES AND JOCKEYS.

London, Sept. 3.
The following are the probable and jockeys:—

Booklet (R. Jones).
Cassiot (T. Weston).
Comedy King (C. Elliott).
Coronach (Childs).
Foliation (Brennan).
Glennalbyn (Jameson).
Hercules (Dines).
Hilika (Smirke).
Lex (Beary).
Masked Ruler (E. Sling).
Norman Duke (Lane).
Southbourne (Dempsey).
Steel Point (Perryman).
Wangratta (—). —*Reuter*.

MARRIAGE REGISTRAR.

LAND OFFICER'S NEW POST.

The *Gazette* contains the draft of an Ordinance to enable the Government to appoint such person as he may please to be Registrar of Marriages.

The Objects and Reasons stated:—It has been decided that when the office of the Secretary for Chinese Affairs is moved to the new government building opposite the Central Market it will be more convenient that the Land Officer, whose office is in the Court of Justice, should be the Registrar of Marriages. This Ordinance has been drafted in order to enable the change to be made.

AVIATORS' MOTTO.

NO FLYING NEAR THE EARTH.

"Those of us who are behind the scenes are now getting fascinating peeps into a future well nigh unbelievable," writes Mr. Harry Harper in the *Daily Chronicle*.

"Science, alert, tireless, imaginative—has just embarked upon another quest, and expert air designers are at work upon the plans of huge, unique, luxurious machines which are to carry travelers at heights and speeds considered impossible hitherto.

"Taking our places in graceful clippers of the upper air, we shall travel vast distances, at speeds which ultimately will transcend anything even imaginative writers have conceived. Already, in the infancy of commercial flying, journeys of days shrink to hours; and it will not be long before weeks of weary travel are reduced until they, too, are measured merely by hours.

"Abandon flying near the earth! Such is now the slogan of far-seeing technicians. We are about to enter a phase in which giant craft, designed specially for their purpose, rise till they are ten miles or more above the earth's surface.

"Granted that engines and propellers can operate efficiently in this rarified upper air—and there is now definite promise of success in both these directions—it will be possible to attain speeds which are out of the question in denser layers of air nearer the ground.

"This high-altitude air offers a minimum of resistance to rapid movement, and specially-designed craft, their occupants in totally-enclosed oxygen-fed saloons, will hurtle through it with their body and wings offering the least possible drag or friction to their own enormously fast motion.

SOCIALISM IN OUR TIME.

MR. MOSLEY INVOKES THE IRONSIDE SPIRIT.

At the I.L.P. Summer School, at Easton Lodge, Dunmow, Mr. John Wheatley, M. P., and Mr. Oswald Mosley contributed to the discussion on "Socialism in Our Time," both expressing objection to a policy of gradualness.

Mr. Mosley said that one of the most effective instruments for carrying out a drastic Socialist policy under a Labour Government was the present Emergency Powers Act. He hoped, therefore, that Socialists would not be unduly critical of it. Under this Act a Labour Government could nationalise land, mines, banking, and other essential services in the event of an economic breakdown, and could even seize all social property without the payment of compensation.

In the event of obstructions by the possessors a Labour Government could arrest and imprison them in the same way as the present Government had done with strikers during the past three months. He did not believe that piecemeal Socialism would be any use in this country, and the Socialists must be prepared in the spirit of Cromwell's Ironsides to wage their cause strenuously against the fierce opposition that would be offered by the possessing classes.

Mr. Wheatley on Free Trade.

Mr. Wheatley said that in his opinion Great Britain was ripe for Socialism than Russia, and after five or ten years of an efficient Labour Government would be able to defeat Russia in the race for economic improvement. To make this possible Socialists would require to rid themselves of Free Trade shibboleths and other honky ideas in regard to political economy. Free Trade had nothing in common with Socialism.

He was not afraid of Protection or subsidies for foreign trade in a British Socialist State, and was prepared to advocate the establishment of Socialism in this country, irrespective of what happened in other European States. He did not believe it was good policy to keep back Socialism in this country until Mussolini joined the I.L.P.

Home Office Excludes a Foreigner.

Miss Minnie Kallister, advocating a scheme of family allowances, said that the I.L.P. proposal was that each child should have a distinct allowance to be paid from State funds, collected by direct taxation. This scheme would strengthen the trade unions. If it had been in operation before the mining dispute and each miner's child had been receiving a State allowance it would have been impossible for the coal-owners or the Government to use their economic power to defeat the miners.

It was stated during the proceedings that Mr. Edo Finnen, secretary of the International Transport Workers' Federation, who was to have lectured at the school was unable to attend, the Home Secretary having refused him admission to the country. The chairman of the school (Mr. P. J. Dollan) said that Mr. Finnen was obviously being excluded because of his activities in support of British trade unionism during the strike.

TO-DAY

Dollar on demand 2/1 15/16 p.m.
Lighting-up 6.38 p.m.

MARRIAGES ON THE HIGH SEAS.

THE BRITISH LAW.

Although there has been a slight stir in the American press about the announcement of the United States Shipping Board that the masters of merchant vessels have no authority to perform marriage at sea, a legal correspondent to a Home Paper points out that this is only a declaration of the common law—in this respect the same for the United States as for Great Britain. For the sake of couples who have been so married it is pointed out that conceivably the marriage laws of the particular State in which the vessel is registered may allow such a procedure, and many of the United States have differing matrimonial laws. The question whether a marriage performed by a merchant captain is valid or not has never been specially decided by the English courts, though there is an Irish case (*Du Moulin vs. Drutt*, 1860) which seems to point to such a union being invalid. In this case a marriage was celebrated in 1817, in a British transport bound for New South Wales, by the civil commander of the ship.

The general principle of English law about marriage on the high seas is that they must be valid by the law of the ship's country, and most people are familiar with the rules and formalities required by the English marriage law. But the most recent authorities are of opinion that in the case of a marriage of necessity the presence of a minister may be dispensed with and the captain or other person in authority may officiate, provided it is clear that both parties freely consented and intended to marry. By the Merchant Shipping Act, 1894, all marriages aboard ship have to be entered in the ship's log. But the question what is a marriage of necessity is not free from doubt.

There are different rules for marriage on naval ships, and Admiralty orders lay down what officers may perform the ceremony and in what circumstances it may be performed.

NIAGARA "COMMITTING SUICIDE."

FAMOUS RAPIDS RECEDING.

Niagara Falls, visited yearly by upwards of a million and a half people, is committing suicide. A joint engineering commission, appointed by the Canadian and American Governments, is to devise means of preventing the catastrophe.

Of late years a break has developed in the escarpment at the centre of the Horseshoe Fall, creating a V-shaped notch, into which the water is concentrating. This is imperiling the flow over the two wings and lessening their magnificent scenic effect.

Erosion has continually changed the aspect of the falls. The main flow of water, which used to be in United States territory, has within the last 80 or 90 years come over into Canada. The general rate of recession is at least a foot a year, but at the point already alluded to it is at the alarming rate of seven feet yearly.

If allowed to go on the falls will, from the scenic point of view, be no more. Plans which the commission will consider include the construction of a submerged weir, and the construction of small islands in the upper rapids to divert the water and spread it over the wings of the fall.

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\$5.00 per cover.

MENU.

1. Orange Cocktail.
2. Chicken Gumbo Soup.
3. Lobster, American Sauce.
4. Oyster de Chevreuil.
5. Vol au Vent of Chicken.
6. Roast Sucking pig, Mashed Marrow.
7. Potato Cakes.
8. Celery Saute.
9. Asparagus Salad.
10. Neapolitan Ice Cream.
11. Cheese.
12. Fruit.
13. Coffee.

Dancing between meals—bring your partners.
The famous vaudeville actor "BILL MARR," the world's Champion Fire Eater will present a 15-minute act that will entertain you.

No entrance fee.

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DEATH DANGER OF DIVORCE.

BROKEN VOWS RESULT IN SHORTER LIFE.

The statement made by Professor G. M. Robertson, president of the Royal College of Physicians of Edinburgh, that the incidence of insanity among married people is low, but that it is increased in a marked degree by the loss of a husband or wife, gives an added interest to the sensational disclosures of Dr. Herman N. Bundesen, the famous Health Commissioner of Chicago, who declares that married men live virtually twice as long as men who have been divorced.

Dr. Bundesen bases his revelation on new completed statistics compiled by his department on the comparative longevity of bachelors, married men, and men who have been divorced.

The statistics show that out of every thousand divorced men between the ages of twenty-five and thirty-four, fifteen died last year; that out of the same number of

single men five died, and out of a thousand married men only four died.

In the group between the ages of thirty-five and forty-four, out of one thousand in each class, eighteen divorced, fourteen single, and only seven married men died.

The age between forty-five and fifty-four comes next. Statistics here again reveal that whereas thirty-seven divorced and twenty-three single men died in each thousand of this class, fourteen married men succumbed.

Forty-nine bachelors, fifty-six divorced men, and only twenty-nine married men, further, died in Chicago last year between the ages of fifty-five and sixty-four in their respective groups of one thousand.

"Consider finally the age of sixty-five," says the Health Commissioner. "No fewer than 116 divorced and 112 single out of one thousand over this age died last year, against only eighty married.

A Times Riga correspondent reports that at Leningrad the Orgu (Chika) shot three more Estonians after a Court-martial. They were charged with espionage.

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Breechette Sets, Wool Coats and Caps, Dresses, Blazers, Jumpers, Sweaters, Suits, Gaiters, Chilprufe Underwear and Velour Hats.

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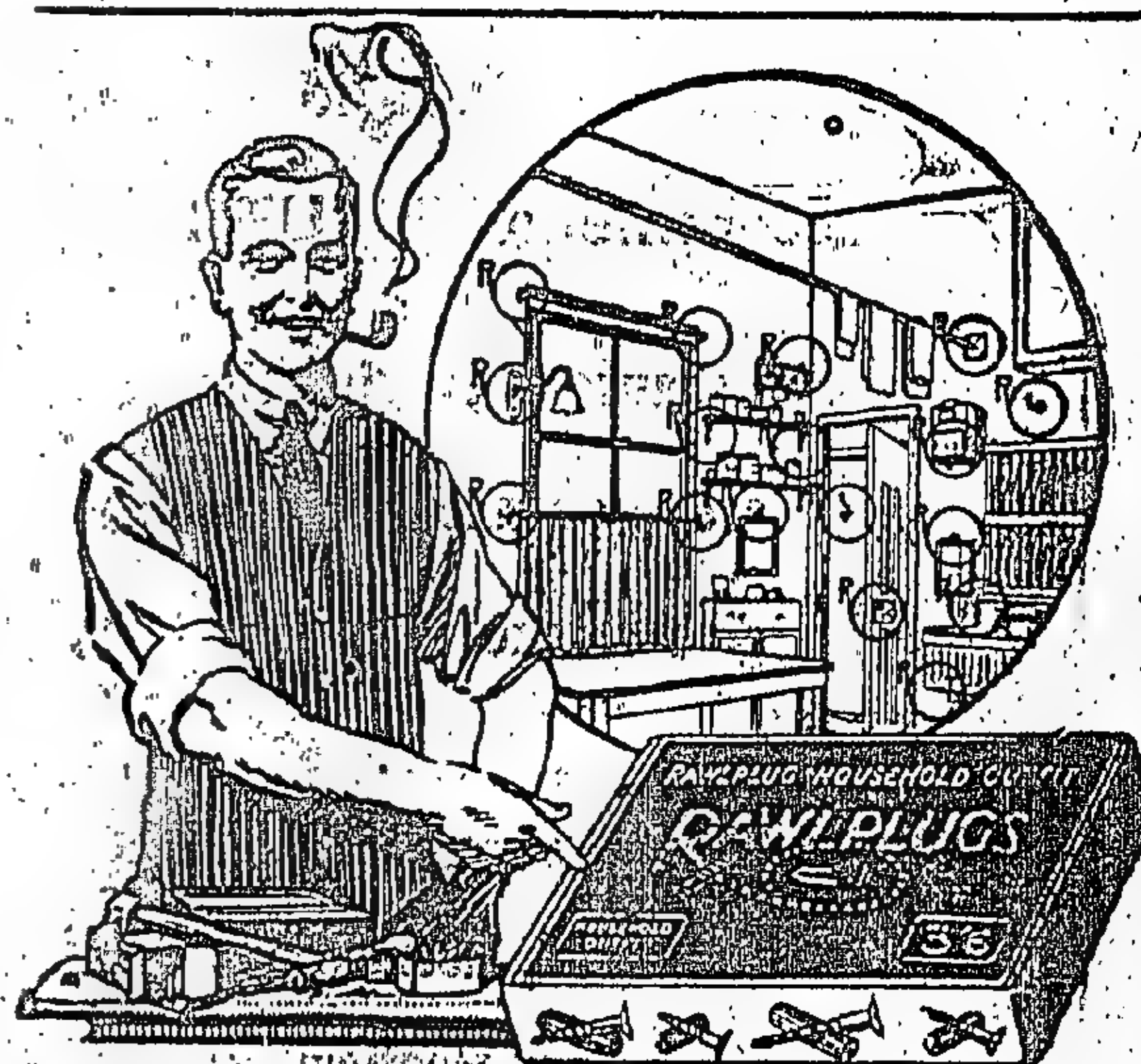
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IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
- (2) Anyone can use them.
- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.

RAWLPLUGS

Obtainable from all stores, or the Sole Agents

The General Electric Co. of China, Ltd.

TAIPO ELDERS ENTERTAIN GOVERNOR ON BIRTHDAY.



This group was taken on the occasion of the reception given by the Elders of Taipo to His Excellency the Governor on the occasion of his birthday. In the centre of the group, left to right, will be seen Lady Clement, H.E. the Governor, Mrs. Southorn and the Hon. Mr. W. T. Southorn (Colonial Secretary). Photo by A. Fong.

THE MUSICAL SENSATION!

THE ONLY PURELY ELECTRICAL REPRODUCING INSTRUMENT KNOWN.
THE MOST REMARKABLE OF ALL MUSICAL ACHIEVEMENTS.

THE BRUNSWICK PANATROPE

Electricity, the force that has changed civilisation; that has captured the hidden tones of melody from the air that has given man light, transportation and power; the force upon which the greatest age of human progress is largely built, has now been harnessed so as to bring music incomparably different, wondrously beautiful, gloriously inspiring, without parallel in musical history.

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and at Clubs and Institutions by arrangement.

In fairness to yourself, buy no reproducing musical instrument without first hearing this wonderful machine.

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They are removed, in less than one minute when the fire place can be decorated with plants for the warm weather.

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SHANGHAI.

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POKFULAM PUMPING STATION TRAGEDY.

INQUIRY INTO STORM CRASH.

Evidence given at the opening of the inquiry yesterday into the deaths of the four coolies who were killed at the Pokfulam Pumping Station by the fall of a boulder weighing several thousand tons disclosed the extraordinary nature of the collapse and made it difficult to understand the boulder's fall.

The boulder, which was adjacent to another one, was back from the cliff edge, on a wide ledge, and the opinion was expressed that it must have turned over and then crashed down the hillside, its deflection by a rock causing it to strike the pumping station.

It was stated that there was no evidence of a wash-out underneath the boulder. The surface supporting it had probably been weakening for several years, and its fall was possibly not solely caused by the storm on July 19.

Opening the inquiry, Mr. Lindsell said it concerned the death of four coolies at the Pokfulam Pumping Station on the morning of July 19 after the deluge which fell upon the Colony on the night of the 18th.

As the jury no doubt knew, a large boulder high up on the hillside above the station came down and partly wrecked the station. It would be for them to determine whether this was an act of God which could not have been provided against, or whether common intelligence and foresight might have seen that the boulder was in a dangerous position and taken steps to prevent its fall.

Medical evidence was given which showed that the bodies, when recovered, were terribly mutilated.

Mr. C. J. Tacchi, Inspector of Works, P. W. D., said he lived in quarters just above the pumping station and a little to the west. When the boulder fell it practically demolished the east end of the pumping station and eventually rested almost on top of the large pump. One of the store rooms was completely wrecked and another partly demolished.

Not Considered Unsafe.

Police arrived shortly after nine o'clock and during the course of the day three bodies were recovered.

Mr. Lindsell: As Inspector of Works you are in charge of the station?—Yes.

Did it ever occur to you that any projection on the cliff was unsafe?—No.

Do you know how that cliff, that sheer descent, came to be made?—I can't say.

Witness added that he thought an attempt had been made to use it as a stone quarry, but this was not within his personal knowledge.

Old Quarry Site.

Mr. R. S. Vergette, Inspector of Works under the Building Ordinance Office, P. W. D., said that he had been able to trace two attempts for getting stone out of the vicinity, but not out of the particular area where the boulder fell down.

Mr. Lindsell: There is a quarry at the back of Pokfulam Road pumping station?—Yes. It is an old one and not used now. I don't think it has been used for twenty years. It appears on the records as not having been worked for at least twelve years.

Witness added that there were two attempts in connection with the quarry, but neither affected the particular site. They were at a much lower level, near the motor house of the pumping station. Permits were issued in 1917 and 1919 and if any stone was removed it was taken practically from the site of the station itself. None was taken from the hillside.

Two Boulders Together.

Mr. Lindsell: On that site at the rear of the station there must have been a large quarry?—Yes, a very large one, and probably used in connection with the building of the Balch's fort.

How high is the face there at the highest point?—At least 200 feet above the pumping station.

And the boulder came down from the highest point?—Yes.

Are there many boulders projecting from that face?—There is one at the same spot where this one fell down. It was a sort of twin boulder. Then there are some lower down as well.

Prior to the collapse did you ever visit the top of the face and see those twin boulders?—No.

Is there any access to the face?—There is from the conduit, but

both are covered with a considerable amount of earth and there are trees on the top.

Obscure Cause of Fall.

Therefore it was one of the two boulders lying side by side at the top of the quarry face?—Yes.

You have satisfied yourself that it must have had a considerable amount of earth above it?—Yes.

During the morning of July 19 some 18 inches of rain fell, which as we all know is phenomenal. Was there any sign of a water track coming down on this boulder?—No. The ground slopes down from each side of the boulder. There are channels and stream courses on either side.

It is difficult to understand why this boulder did fall?—It is. The water might have got in and soaked underneath, but it might have taken years to do that. The boulder formed the apex of a small watershed.

From your observations after the collapse you would have thought that the water would have drained off on either side?—Yes.

More Than One Stone?

You can only imagine that the water must have percolated between the twin boulders and loosened the earth underneath until it gave way?—Yes. There is no evidence of a wash-out below the boulder. The surface supporting it may have been weakening for several years.

Witness added that he did not think it was caused by just one storm.

Mr. Lindsell: In your opinion could such a collapse have been either foreseen or provided against?—I don't think it could. The top and both ends were covered.

From your personal knowledge of the quarry face can you say whether there were any signs of undue projection at the top?—I don't think there were. The boulder was set back a considerable distance from the edge of the slope. It came from the back of the ledge.

More Extraordinary.

Then there was an almost level ledge between it and the quarry face. How wide was that ledge?—About twenty feet.

That makes the collapse all the more extraordinary?—Yes, and the quarry face is not sheer but sloped.

Is there any inspection by your Department of dangerous slopes of this kind behind buildings in the Colony?—Yes, if there is any particular dangerous spot suspected. The Building Ordinance officers keep an eye on all private cuttings, and if they notice anything in the course of their visits they would report it at once if they considered there was danger.

Would that be done with new cuttings?—Yes, new and old if they were in the vicinity. They would not go to the face of the Peak to look for things.

Track Still Visible.

Witness added that no special examination of boulders on the hillside was made unless special notice was brought to them. The boulder which fell measured about 60 x 40 x 18 feet and weighed several thousand tons.

In reply to further questions, witness said he visited the scene for the first time yesterday morning, and at that time the track of the boulder was still clear, there being marks on the slope.

Engineers inspected the scene on the day of the fall.

Mr. Lindsell: The course of the boulder is shown as having a bend in it. Can you explain why the boulder turned to the left?—It struck a bank of rocks about half way down and this caused it to turn aside.

The foreman of the jury asked whether the boulder projected over the top of the cliff face, and Mr. Vergette said he hardly thought it possible it would project there. If it did it was a very small projection.

Jury To Visit Scene.

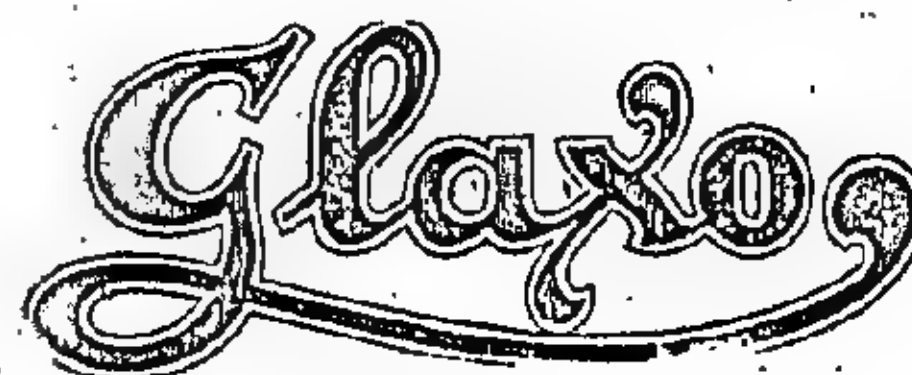
In reply to other questions he said that without excavation it was impossible to tell that the rock was not just one big boulder. In answer to another question, he said he thought the boulder must have turned over.

Mr. Lindsell said he thought it was desirable that P. W. D. engineers who visited the scene just after the collapse should be called. It must be difficult for Mr. Vergette to form an opinion after an interval.

The Coroner also asked if the Government had paid any compensation to dependents of the coolies who were killed. Mr. Tacchi replied that the matter was now being adjusted.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.



"Builds Bonnie Babies"

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MUSICAL DINNERS—a Speciality

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Dancing during meal hours to midnight

TEA DANSANTS

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OUR SPECIAL PLAT DU JOUR (BOUILLABAISSE).

A Chinese witness said that part of the fourth body was recovered on the 23rd. It was stated that the whole had not yet been found. Mr. Lindsell intimated that he proposed to visit the scene of the accident with the jury, and adjourned the inquiry.

The London Underground has obtained oilburning equipment for a number of the largest boilers at Lots-road power house, and this can be put into operation at short notice in the event of a coal shortage.



HAPPY

WAYS

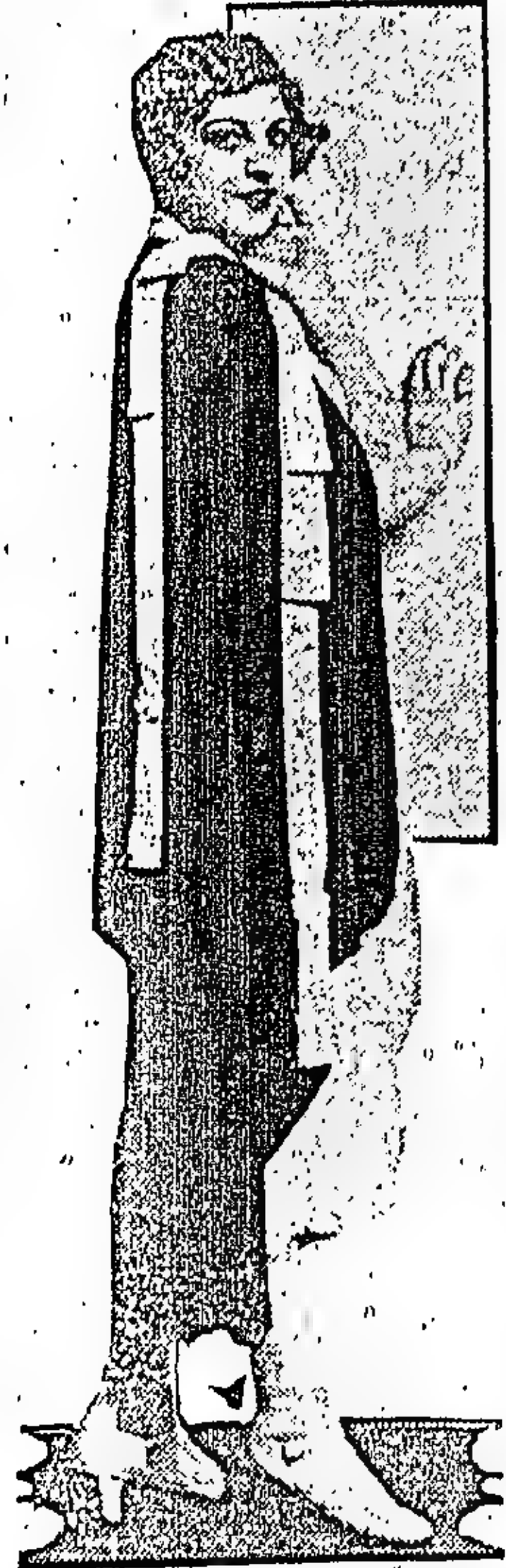


WOMEN'S INTERESTS

HEALTHY



DAYS



Black, falling to a point "like a glorified book-mark."

THIS WEEK'S RECIPE.

HOT TEA CAKES.

Eight ounces flour, two ounce butter, one dessertspoonful sugar, half pint milk, a little salt, one teaspoonful baking powder. Mix the dry ingredients together, and stir for a minute or two. Then add the (warmed) milk, form into a stiff dough, and shape into cakes the size desired. Put them on a buttered tin, and brush them over with beaten egg. Bake for about fifteen minutes; cut each in half, and butter liberally while hot.

CLEANING SATIN SHOES.

Shoes of pastel-coloured satin are delightful while they are fresh, but unfortunately they very quickly soil. Instead of allowing them to become really dirty, the better plan is to touch them up each time they have been worn. Long-standing stains are difficult to remove. Slight soils will yield. Rub them very gently, going the way of the satin, with a piece of clean flannel dipped in spirits of wine. Change the surface of the flannel as it becomes the slightest bit soiled.

DRESSING TO PLEASE A HUSBAND.

Two women were discussing the all-important subjects of dress and dress bills.

One confessed that she had considerable difficulty in getting her husband to see that it was an elementary principle of smartness that one should follow fashion.

He fondly imagined and clung persistently to his belief, in spite of all his wife's free lessons in style, that a gown or a suit should be worn till it was shabby, and not, as his wife argued, merely till it was out of date.

The other woman stated, with all the air of being a model for other wives to copy, that she trimmed all her own hats and made many of her frocks and always made her husband the judge of the styles chosen.

Thus did she appear always pleasingly dressed to him—evidently no one else mattered—and there was never any trouble about bills.

This sounded well, but unfortunately appearance of the two women concerned offered a contrast so strong and so strikingly in favour of the determined follower of fashion that anyone with an ounce of commonsense in her composition would have proclaimed her as the wiser woman of the two, at least in the matter of dressing.

It is all very well to dress to please a husband if he happens to have exceptionally good taste and sufficient courage to enjoy seeing his wife roaming about at large looking dangerously attractive, when he is not there to look after her.

But, there are numbers of husbands whose sole idea, once they have acquired a wife, would be, if they were allowed to dress her, not only to make her as unremarkable as possible, but to keep her rigidly to the styles of five years before.

How many wives would have been allowed to wear the present short-skirt, if they had waited for a husband's permission.

And how many of the pioneers of shingling did it with their spouses' consent?

One has seen too many attractive girls spoiled through slavishly obeying the dictates of husbands, who did not know the first rules of dressing, not to realise that the best policy for most women is to dress to please themselves, yielding possibly a hair's breadth, now and again, in non-essentials, when a partner's lament is louder and longer than usual.



Printed chiffon coat of "dreamy blues and yellows."



Cape of eyelash pink chiffon banded with Kasha cloth.



Printed coat of wisteria for shadow lace frock.

AUTUMN MODES.

Although a number of all-round bloused effects are noted, the most usual treatment is the bloused back. This fashionable innovation has brought about a wide use of belts and the suggestion of a slightly higher waistline.

In a number of afternoon and evening dresses there is a tendency toward an upward trend of the waistline at the front, effected by shirring and draping.

The straightline predominates in the treatment of skirts, with special emphasis placed upon a variety of smart pleated themes. Fine-box pleats, cluster pleats and slightly flaring fan pleats are highly approved. The tier skirt is widely indorsed with plain, scalloped and pointed borders. Tunics draped at the sides and draped panier effects are seen occasionally on some of the dressier evening models. Circular founces are also featured. Although sports wear continues to accent the two-piece style, the one-piece models predominate in other types.

Dresses for all occasions, from the simple tailored styles to formal evening gowns, are developed in moire which is satinated and well adapted for draping, because of its extremely soft texture.

There is a noticeable exploitation of velvet in every type of dress, from the one and two-piece tailored styles to more elaborate evening gowns. Black, chanel red, vendome blue (a rich medium blue tone) and the wall-flower shades are reflected in daytime dresses of velvet, and in addition to the solid grounds, checked effects are noted in such smart combinations as corn-flower blue and white and black blended with Bordeaux red. A very silky chiffon velvet transparent in texture is used for evening gowns with molded bodices and graceful draped effects at the front or sides. In formal models of this type, favour is shown soft shades of rosemary pink, sky blue and fawn, as well as black and the more vivid colours of Valencia red, Cardinal and American beauty.

Creme back satin, with a very lustrous surface, is an outstanding fabric for tailored and afternoon frocks, particularly in navy, black, deep pine green, and antique ruby.

FASHIONS, FADS AND FANCIES.

Many young Parisians have become so enamoured of powdered hair, that they not only sprinkle it with a silver on special occasions, but, for variety, they add a touch of colouring to the powder, in order that it may tone with the frocks they are wearing. The Parisienne who is wearing a mauve frock, will probably endeavour to have mauve-white hair, and it will certainly look attractive on a few of these young girls, who appreciate such freakish aids to beauty.

Brighter Hats.

A view of the newest millinery reveals the fact that sequins are being used very tastefully on many of the new hats, toques and picture-shapes alike. For instance, one beautiful little shape of rich green and coffee straw, shown in a smart shop the other day, had a brim edged with green sequins, and on the broad velvet coffee band, was worked a spray of glittering sequined leaves, which reflected very prettily the green and brown tones. Sequins certainly make a neat attractive decoration.

An Obliging Table.

Another useful article has been added to the existing large number of handy accessories. This latest addition is a table which is made in many sections, each section being a separate, and perfect little table. Most things seem, nowadays, to be portable, and the

great convenience of this handy table is that, for picnic occasions, one section can be packed up and taken away in the car. Its two sets of legs, one long and one short, ensure its being in use, whether the alfresco meal is taken sitting on the ground or on seats. And, to add to its virtues, it is heat resisting and weather proof.

Chance for the Blues.

The principle dance bands are experiencing a demand for Blues music, which the dancer finds a welcome contrast from the numerous fox-trots, which seem to be getting faster and faster. Of course, the tempo of the Blues has increased, and now actually resembles a slow fox-trot, rather than that very slow-motion time which distinguished the Blues of about two years ago. It will be interesting to see whether this small revival becomes general.

A Modernised Mazurka.

Apocryphal of dancing, a new dance, called the Trebla, has recently been introduced into the ballroom by a well-known dancing teacher. One of the reasons for its creation, says the composer, is to regain the lift of the Mazurka, which is so fascinating, and a mastery of this dance gives a good deal of style and balance. There are seven or eight figures, but as they are not to be taken in sequence, the dancers have a good choice of steps. So far, it is given only at private dances.

HAIR SECRETS FROM SPAIN.

It is rarely that a Spanish woman, whether she be grand signora or humble peasant, shows even slight streaks of grey in her hair till she is well advanced in years. In Britain, however, especially during and since the war, the reverse is the case. Quite young people most of them in the twenties, find that their hair is beginning to fade. The reason of this trouble, in the opinion of a famous specialist, is that people did not obtain sufficient oils and fats during the lean years of the war.

Oil, taken internally as well as applied to the hair itself, largely helps to preserve its colour; it is due to the amount of oil which is taken at every meal that the Spanish woman owes the preservation of her hair both as regards colour and luxuriance.

Pure olive oil might almost be termed the staple diet of the Spanish woman, for all her food is prepared in it, and oil is served at every meal, and its use does not end there. Three or four times a week every woman in Spain who has any regard for her personal appearance massages her scalp with olive oil, starting from the forehead and going over the entire head to the nape of the neck. The hair is then thoroughly brushed, for the Spanish woman believes that brushing is the best thing, after oil, for the hair, and finally the hair is smoothed with an old silk handkerchief, which gives the beautiful gloss for which it is so justly renowned.

The Spanish beauty who lives according to her native customs does not believe in washing her hair. In place of the ordinary wet shampoo, so popular here, she gives a dry shampoo. A powder is prepared, composed of orrisroot, finely powdered, and corn-flour, mixed in equal quantities. The two are sifted together through a fine sieve and rubbed well into the scalp, left for a few minutes, and then thoroughly brushed out. This preparation is said to cleanse the hair quite as satisfactorily as a wet shampoo.

From childhood up to old age this simple hair treatment is followed by almost every woman in Spain, with most excellent results, for as a nation Spanish women possess hair which for beauty and luxuriance cannot be excelled.

Two Colours.

The use of two colours in evening frocks persists in many pleasing blendings of colour; it is only when this fashion is translated into day-time wear that one sees crudities in some strange summer mixtures of pinks and blues. There is a prophecy that tones of yellow will be introduced for autumn evening wear this year, but few women have the courage to choose frocks in this colour. It is lovely as a stage colour with a strong make-up and in the proper setting, but in a ball-room one cannot be certain enough of the colours other people will wear or of the hangings and settings to be thoroughly happy in it.



Here "blue and rose run riot over a white background."

BATHING SPORTS.

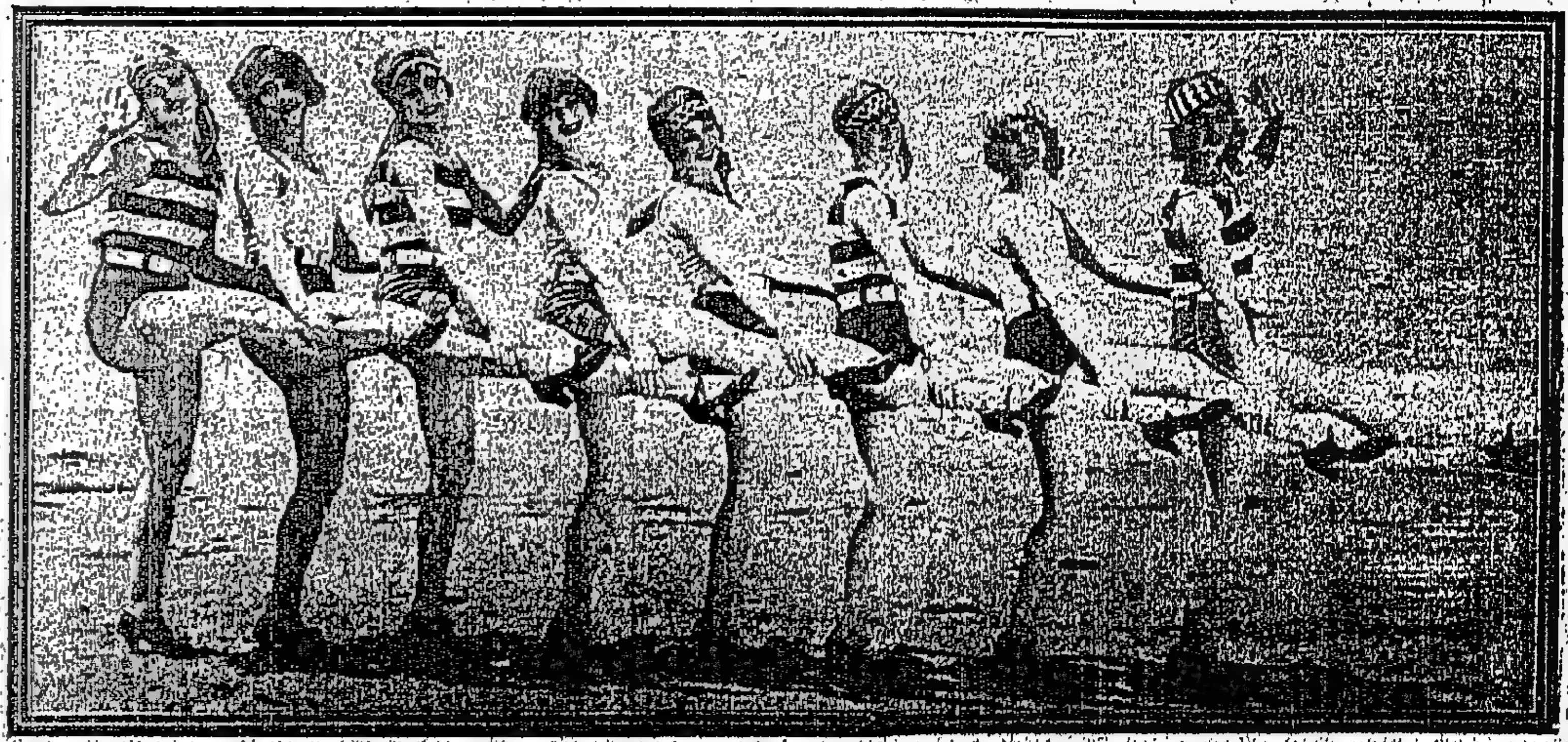
When bathing in parties it is much more fun to devise games and sports than to splash aimlessly in the waves. An amusing device is a bubble boat. This is a light collapsible structure supported on heavy rubber balloons, and can be conveyed to the shore packed in its bag, inflated, and set afloat. This bubble boat carries two or three passengers, and makes a perfectly delightful method of whiling away the hot, sunny hours in a smooth sea. A double-bladed paddle is a means of propulsion.

Another contrivance for water sport is a double-ended canoe paddle with a big bubble float in the middle. The inexpert swimmer, who feels more confident when grasping something buoyant, may hold the paddle either side of the float and propel herself along, gaining speed and ease of movement. This is a great advance upon the water wings of childhood, which, unless one had them well inflated and securely tucked under the armpits, are apt to prove a snare in inexperienced hands.

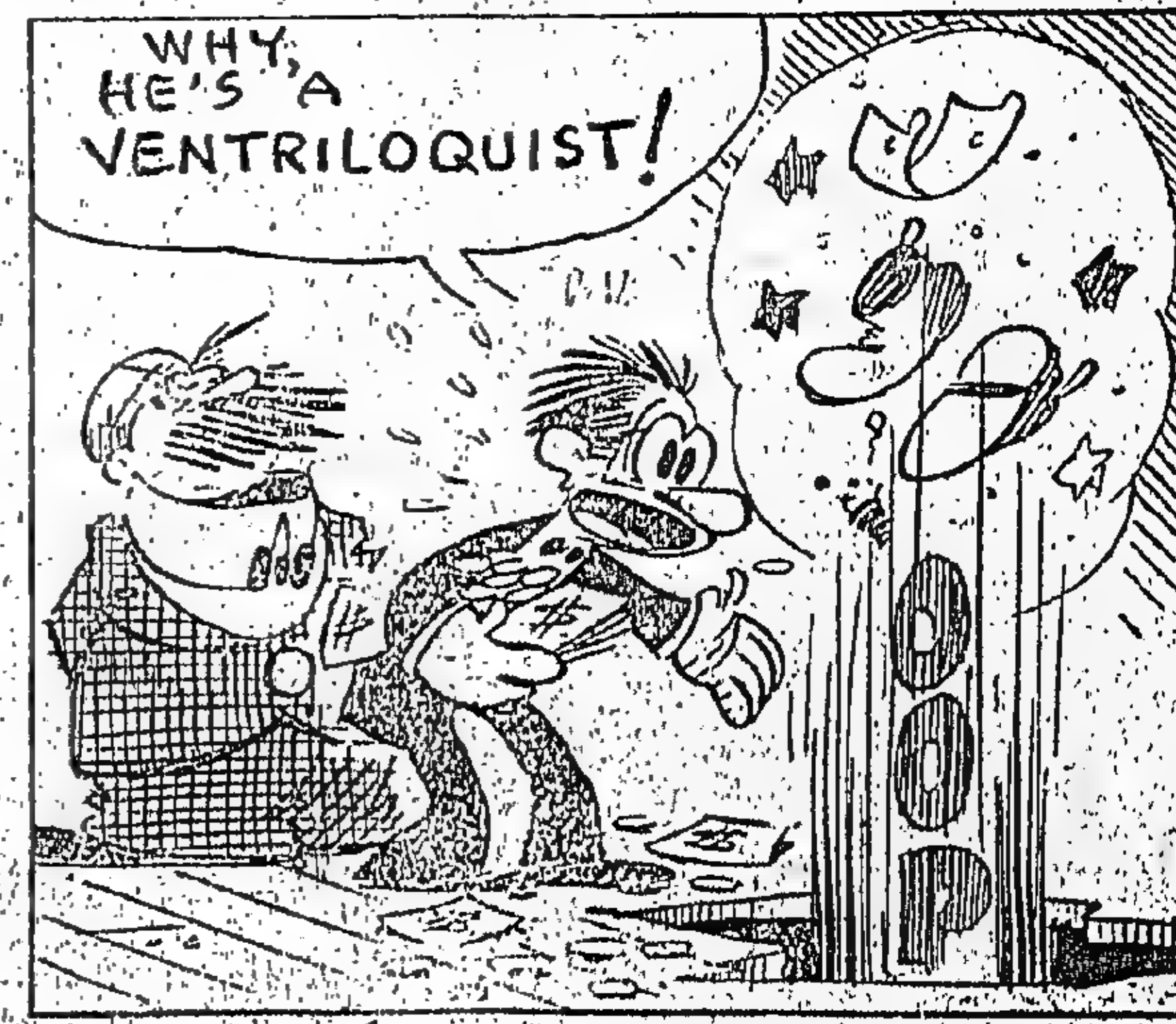
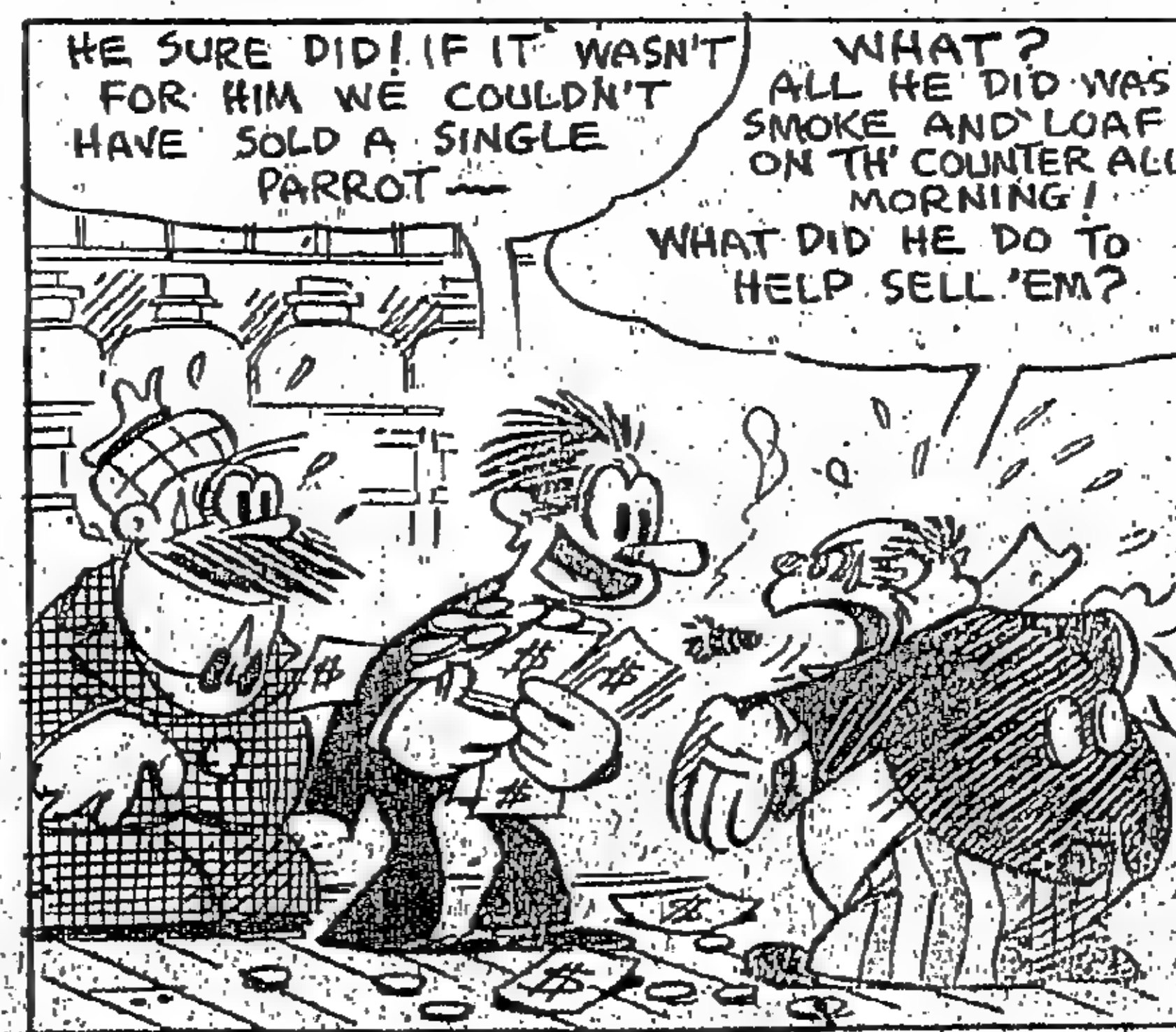
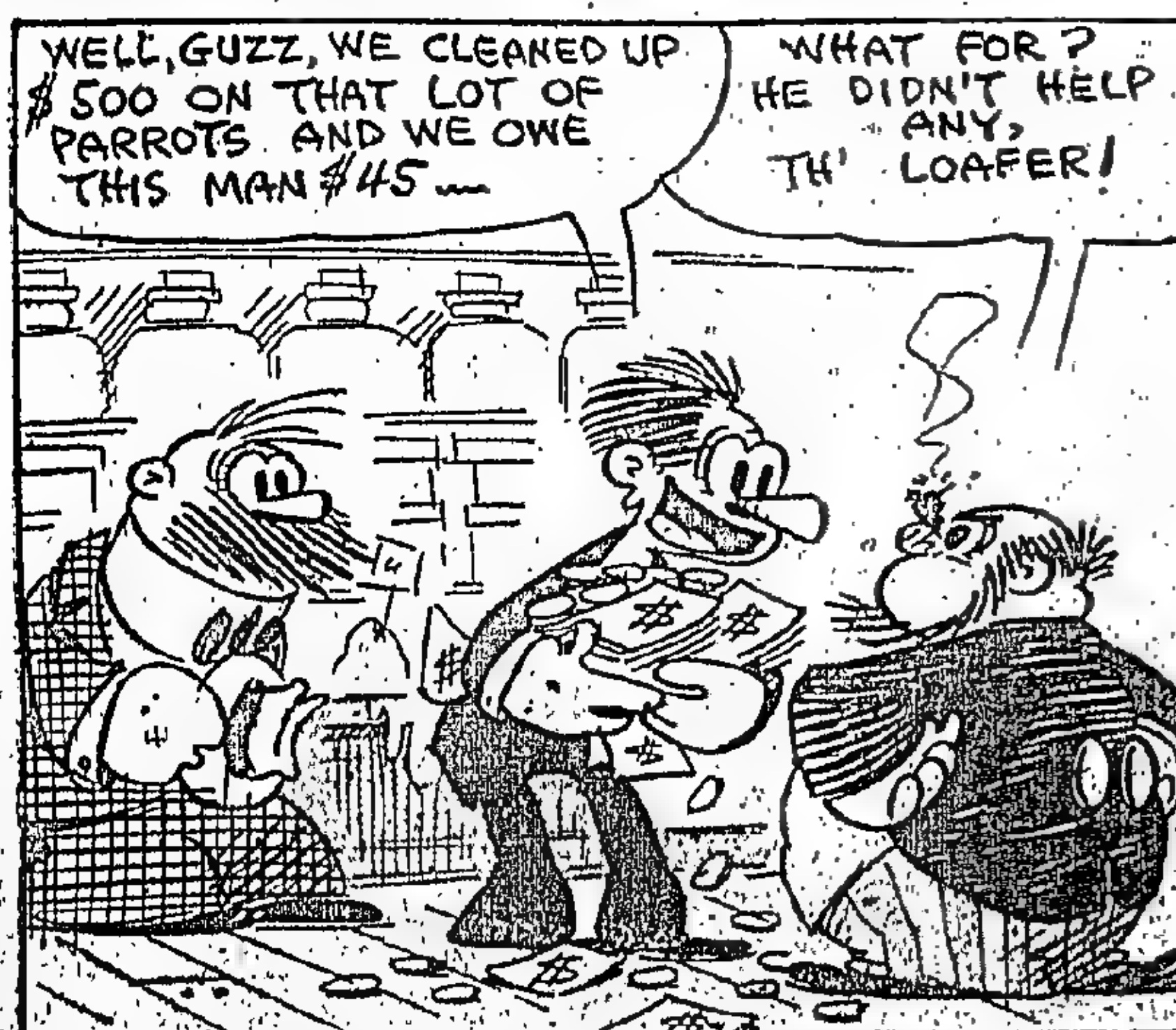
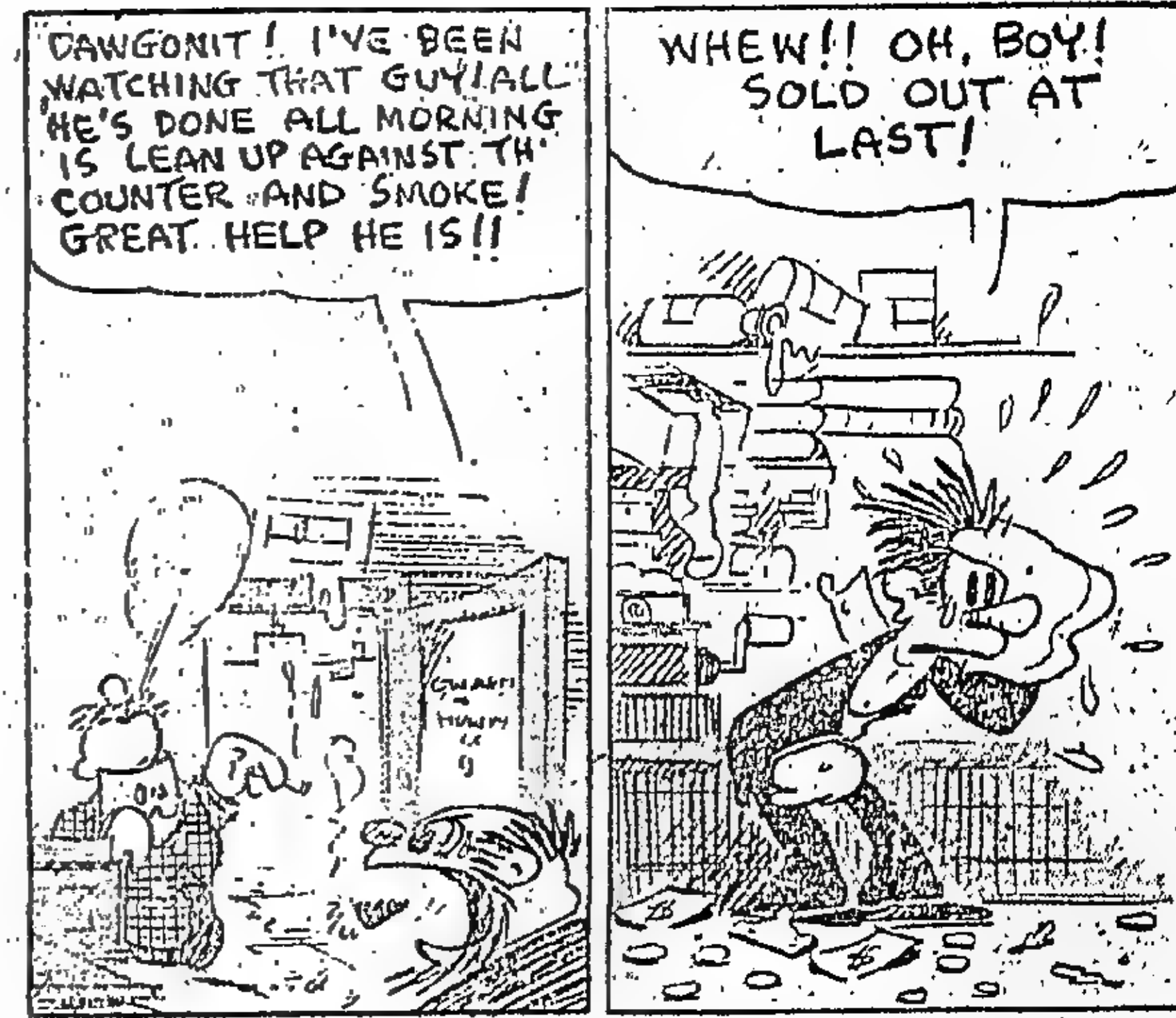
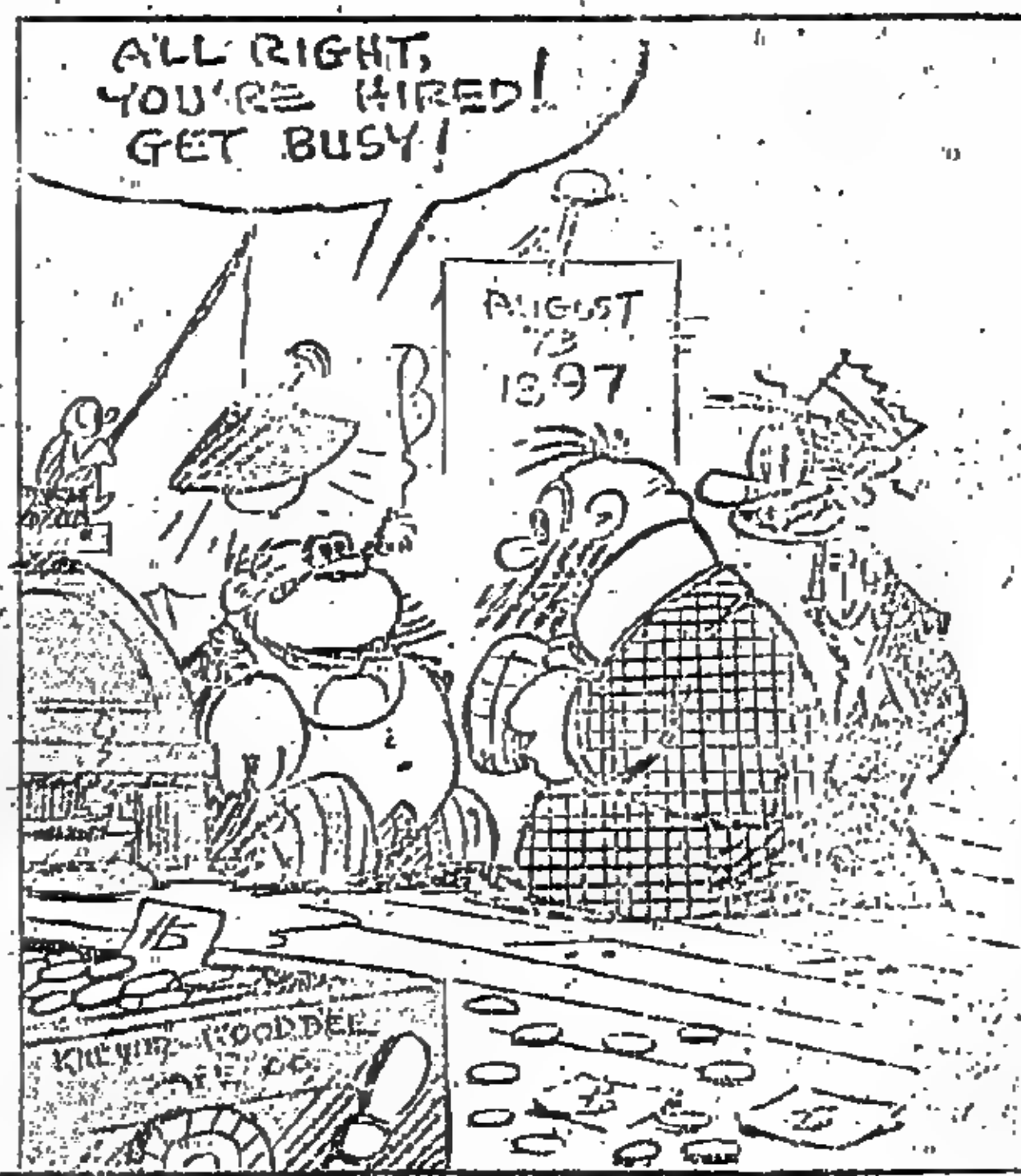
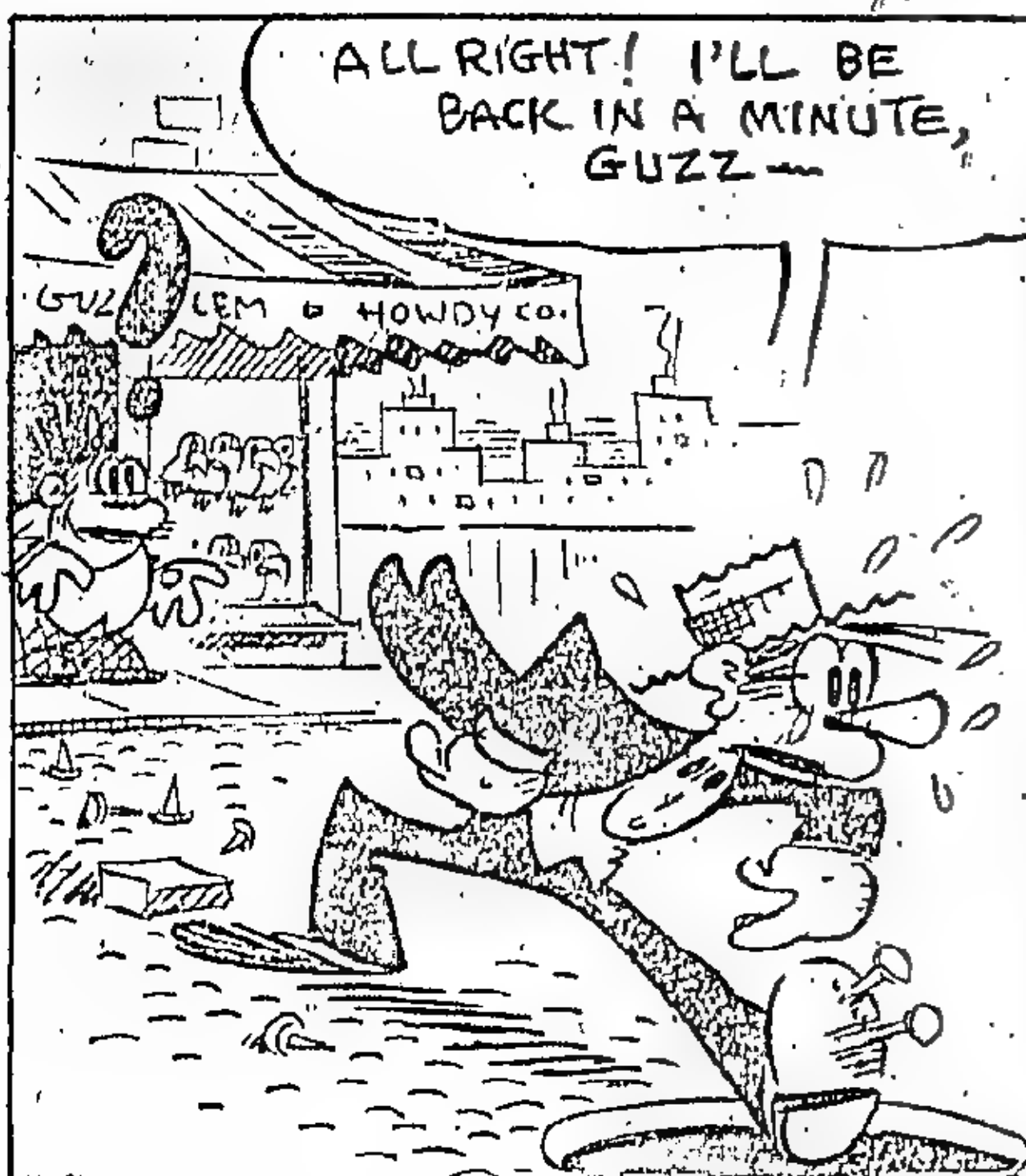
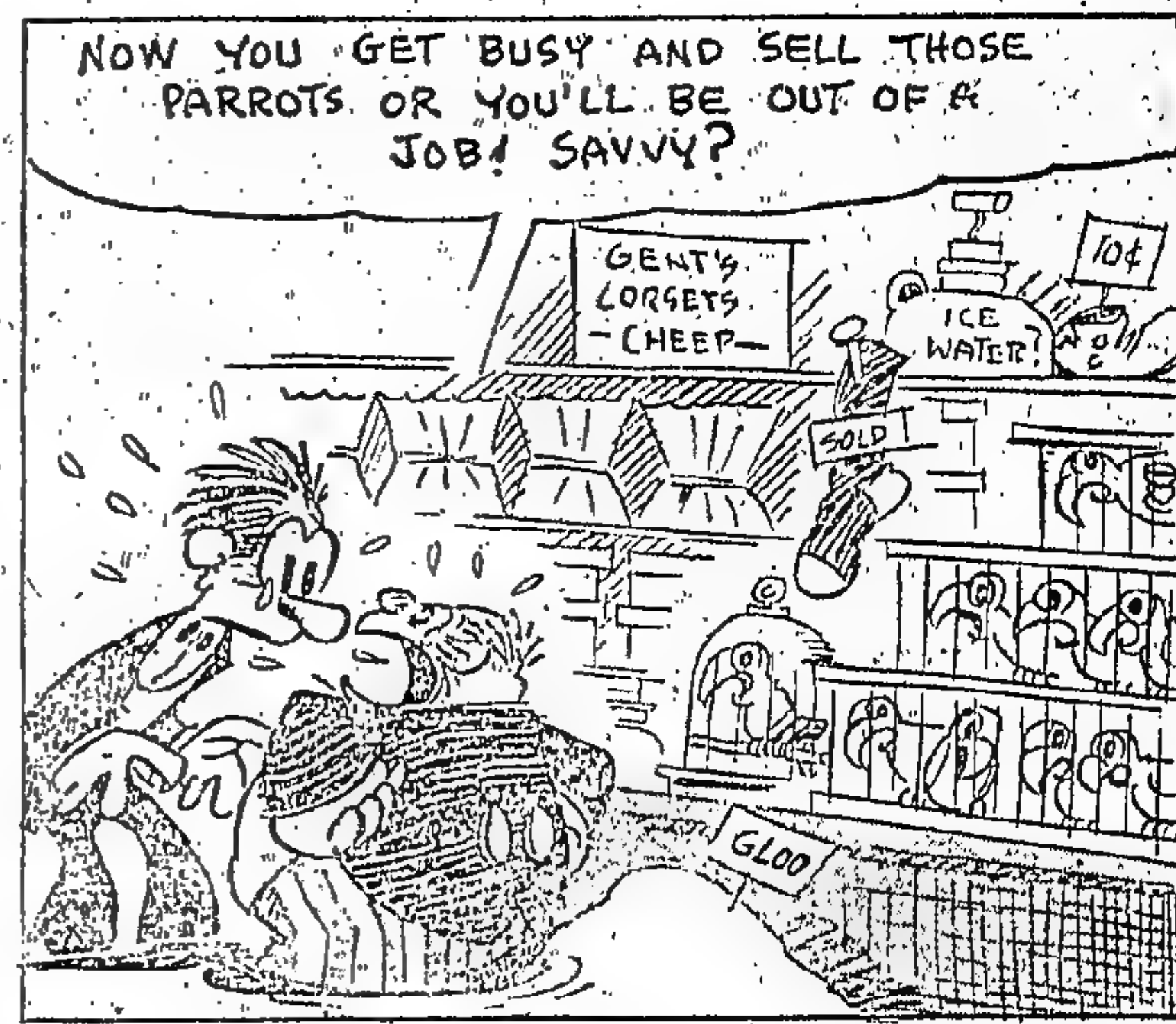
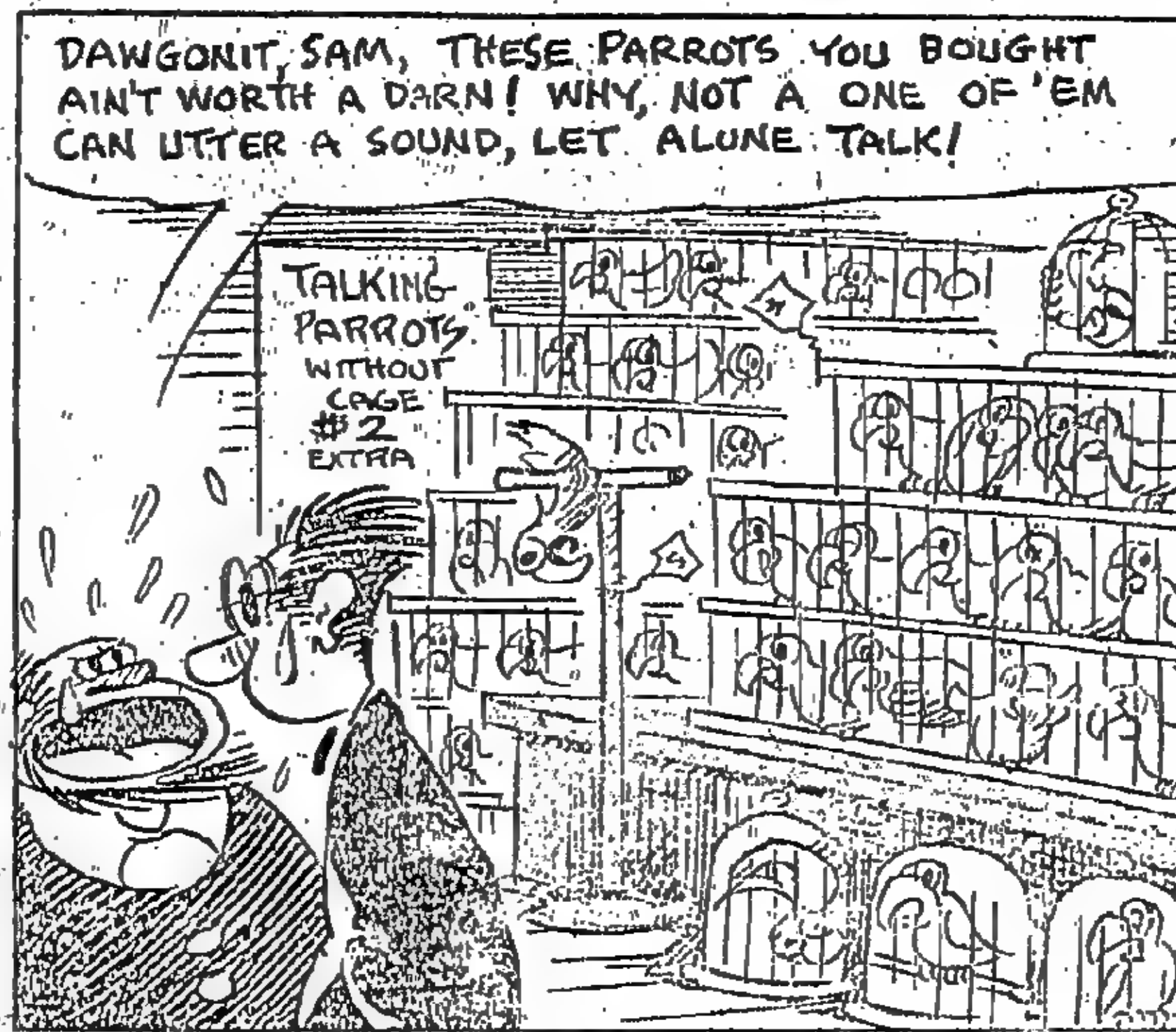
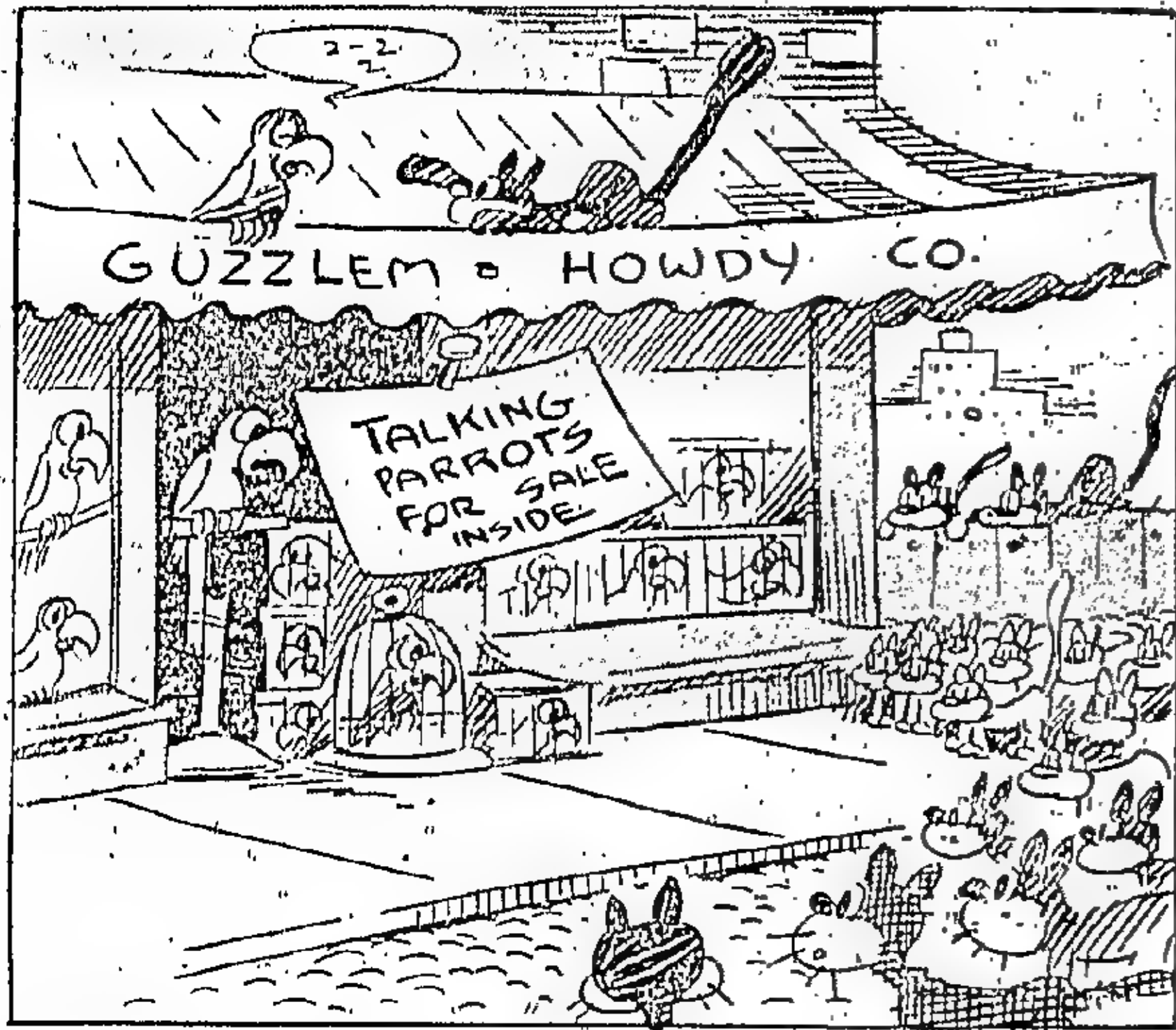
If the little ones sport happily in the shallows with their water wings, warn them against playing such tricks as playing them under their legs or the lower part of the body. Under these conditions the balance is lost, the head and shoulders sink, and there is obvious risk of an unpleasant experience.



A delicate pink muslin frock with very full skirt festooned with flowers in shades of French blue, pink and rose.



Our picture shows the Marian Morgan Dancers, who appear in "Almost a Lady" to be released by the Producers Distributing Corporation, in an attractive pose on the seashore.





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"SARPEDON" 8th Sept. Marseilles, London, R'dam & Glasgow
 "HELENUS" 21st Sept. Marseilles, London, R'dam & Hamburg
 "DAICHAUS" 5th Oct. Marseilles, London, R'dam & Hamburg
 "PATROCLUS" 20th Oct. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"TELEMACHUS" 16th Sept. Genoa, Havre, Liverpool & Glasgow
 "ATREUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

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 "PHILOCTETES" 7th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

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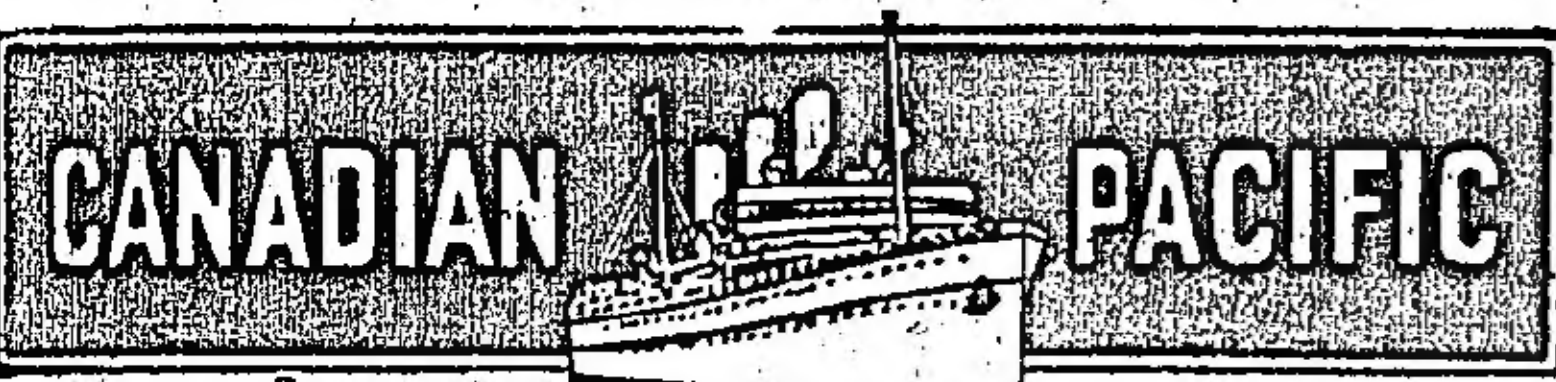
"SARPEDON" 8th Sept. Singapore, Marseilles & London.
 "PATROCLUS" 20th Oct. Singapore, Marseilles & London.
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EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

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Oct. 6	Oct. 8	Oct. 9	Oct. 11

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Tjikarang	Shanghai	6th Sept.	11th Sept.	Batavia
Tjikarom	N. China	16th Sept.	17th Sept.	Batavia
Ceylon	Java	18th Sept.	23rd Sept.	Shanghai
Tjisondari	Batavia	19th Sept.	23rd Sept.	Batavia
Tjisaroea	Shanghai	20th Sept.	23rd Sept.	Batavia
Tjisesar	Japan	28th Sept.	29th Sept.	Batavia
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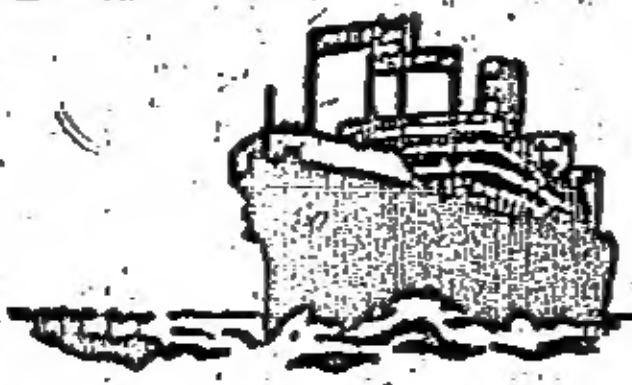
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GERMANY WANTS COLONIES.

NATIONAL LIFE DEPENDS ON EXPANSION.

London, 2nd August.—"The refusal to allow Germany to possess colonies amounts to a denial of Germany's right to live" said Dr. Seitz, Germany's ex-Colonial Governor speaking at a meeting at Hamburg, inaugurating a German colonial propaganda week.

He said every great nation strove to build up structures which would provide room for an expansion of the population and raw material for industries.

Germany possessing 60,000,000 of population was compressed into narrow European limits and denied the right of expansion.

Unless Germany acquired colonies she might linger a few de-

cadres, but excepting she made a stand and demanded colonies she must cease to live.

The speech earned frantic applause. The aim of the conference is to impress foreign nations that Germany is firmly resolved to realise her colonial ideals.

The burgomaster, Dr. Petersen declared that the accusation that Germany had been guilty in her colonising methods had utterly broken down. Contagious illnesses had increased since Germany had been deprived of her colonial possessions.

If the natives were asked whether they wished to have their German masters back there could only be one possible answer. The Germans came to their colonies not as enemies but as friends and teachers.

The fate of the colonies affected the fate of Germany and was a question of Germany's life and future.

LONDON MURDER.

SCOTLAND YARD'S IMPORTANT CLUE.

London, 4th August.—Chief Constable Wensley and Detective Superintendent Nicholas and Ashley of Scotland Yard, who were instructed to investigate the murder of a man named Edward Creed have now discovered an important clue in a pair of blood-stained chambray gloves which did not belong to Creed.

The detectives infer that the murderers used the gloves to conceal their finger-prints. Apparently the criminals are already known to the police; probably they are professional burglars. Scotland Yard has ordered the police to make a search throughout London for two men—one a six-footer and the other about 5 feet 7 inches in height, with one leg shorter than the other and a pronounced limp. Both are said to be rough in appearance.

Certain streets a short distance from the scene of the murder, frequented by criminals, are being combed out.

The murder was discovered when a next-door chemist got the smell of gas and called a constable who forced open the door of Creed's shop. A trail of blood was found leading to the cellar where they discovered the body huddled on the steps where it had apparently been flung headlong.

There was no sign of any weapon, probably a blunt instrument was used. The murderers took the keys from the victim's pocket and cleared the safe of about £50.

A neighbour saw two men loitering near the shop on the previous evening one ostensibly selling flowers.

WILL ROGERS JOKES AGAIN.

PERSIFLAGE ABOUT PERSONALITIES.

A smiling, rather nervous man, in a blue and white suit with grey hair slipping over his forehead in something of a Napoleonic curl came on the stage of the London Pavilion on July 19th, to poke humorous fun at everything from politics to the Prince of Wales.

He could not have been mistaken, he was chewing gum, he was Will Rogers, the famous American comedian.

"Mr. Cochrane says I've got to come and introduce myself but I never felt so scared in my life," he said, and certainly Mr. Rogers looked it. Had it not been for his chewing gum he would have looked really frightened.

"In America," he continued "I have a standing that over here would be like a Premier out of work. My social standing over there is about like a 'Sir' over here."

Mr. Rogers thought America needed a representative so he came over as the first man ever to come from the United States without a message trying to cement good feeling.

"Quit cementing," said Mr. Rogers. "I'm over here on a diplomatic mission. I've read Mr. Colonel House's book and I've read Lord Grey's book and now I know who started the war."

Next Mr. Rogers then proceeded on the remarkable course of introducing to the audience some of his English and American friends who were in the theatre. First there was Miss Dorothy Gish, one of the aristocrats of the film. Then came Sir Thomas Lipton, and the

great little Irish business man stood up in his box to acknowledge the applause.

"I wish," said Rogers "that he made coffee. England has the greatest statemen but the rottenest coffee in the world."

Next came Lord Dewar, in Rogers' opinion "the finest after-dinner speaker in the world," who promised the American comedian that Sir Thomas Lipton would take him to Scho, where he would get the best coffee.

"That old guy's good," commented Rogers, "and the bird's a lord. He doesn't sit in the House of Lords although he's allowed in. Great place that. House of Lords of yours! I was in there a week or so ago, and they were debating on an appropriation Bill for the Boer war."

Mr. Rogers says he can stop wars. Countries should change places. Japan should exchange with France, and then if Germany wants to fight her who cares? America, anyway, can't go to war again because it hasn't got a slogan.

"I'd love to see Mussolini in the French Chamber of Deputies now," ran on Rogers, chewing hard at his gun. "He'd have all those French frogs jumping in the Seine."

"He's a wonderful fellow," said Rogers, referring to the Prince of Wales. "What do they expect him to do when his horse falls down? Remain in the air till it gets up again? Why those guys that laugh couldn't even row across the jumps in a boat."

Three new torpedo boats for the German Navy were launched at the naval wharf in Wilhelmshaven in the presence of Vice-Admiral Bauer, the former Commander-in-Chief of the German submarine forces.

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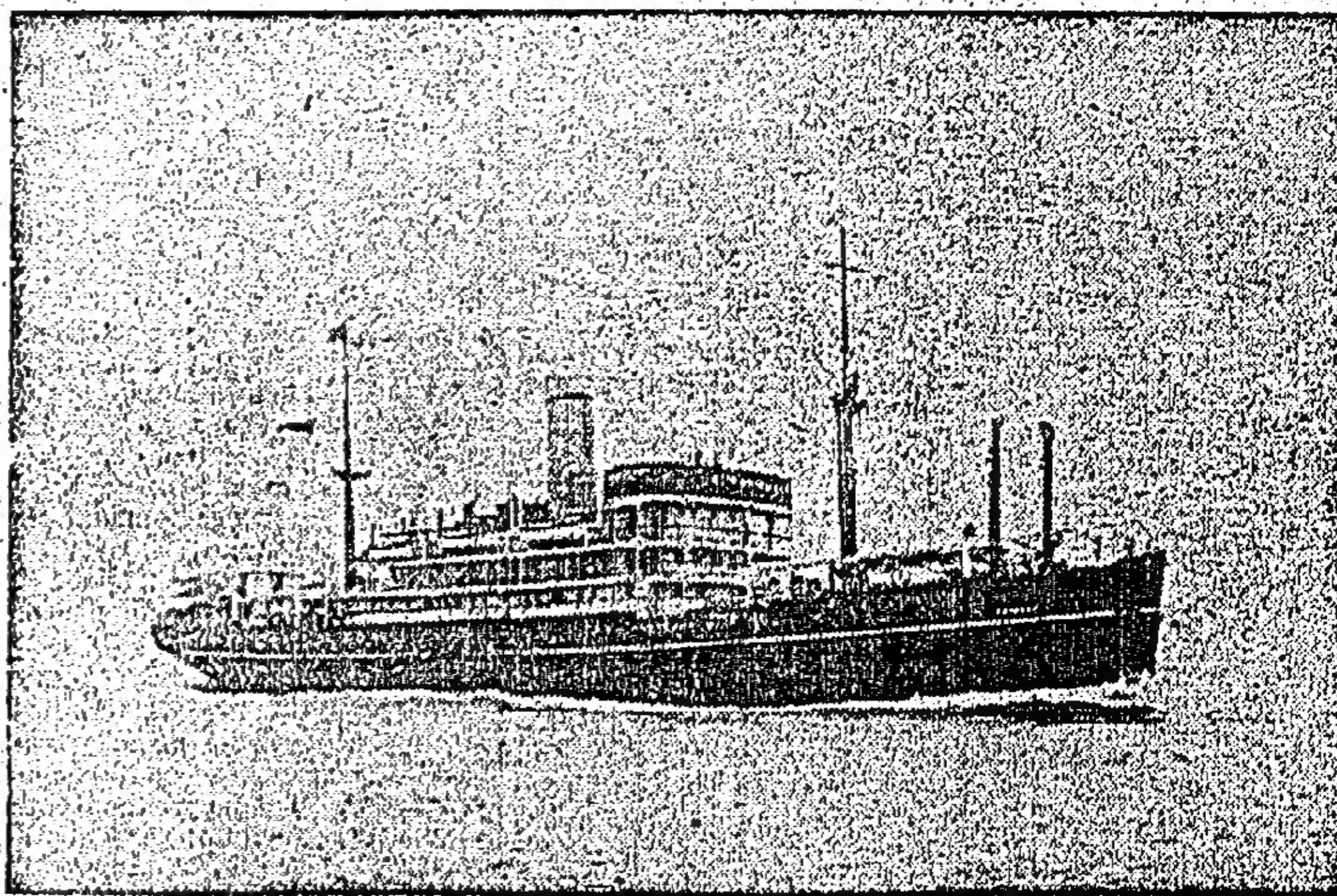
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	Tons	From Hongkong (about)	Destination
MACEDONIA	11,089	4 Sept. noon.	Marseilles & London
NAGPORA	5,283	10th Sept.	M's, London Hamburg, Rotterdam A'werp & Hull
MALWA	10,941	18th Sept.	Marseilles & London
KIDDERPORE	5,334	20th Sept.	S'pore, P'ang C'bo & B'bay
NELLORE	6,853	29th Sept.	S'pore, P'ang C'bo & B'bay
KASHGAR	9,005	2nd Oct.	M's, L'don, A'werp & Hull
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M's, L'don & A'werp
NYANZA	7,023	30th Oct.	S'pore, P'ang C'bo & B'bay
MANUVA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, P'ang C'bo & B'bay
KARMALA	9,128	27th Nov.	M's, London Antwerp
MACEDONIA	11,089	11th Dec.	Marseilles & London
DELTA	8,087	23rd Dec.	S'pore, Penang & Kobe
KHIVA	9,135	25th Dec.	M's, L'don & Antwerp
MALWA	10,941	8th Jan.	M's, L'don & A'werp
KALYAN	9,144	22nd Jan.	M's, L'don & A'werp
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, P'p'one, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	7 Sept. 1 p.m.	S'pore, Penang & Calcutta
SANTHIA	7,704	15th Sept.	S'pore, Penang & Calcutta
TILAMA	10,006	21st Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Oct.	Manila, Sandakan, Thurs.
ARAFURA	6,000	29th Oct.	Island, Townsville, B'bane,
*TANDA	6,956	2nd Dec.	Sydney and Melbourne.

*Calls at Kolambagan

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'k'g, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:-

Frequent connections from Australia with the following:-

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	7th Sept.	Shanghai & Kobe
ST. ALBANS	4,500	7 Sept. 7 a.m.	Moji Kobe Osaka & Yok.
SHIRALA	7,841	14th Sept.	Shanghai Moji & Kobe
MOREA	10,918	16th Sept.	Shanghai Moji & Kobe
NYANZA	7,023	26th Sept.	Shanghai Moji & Kobe
KHYBER	9,114	1st Oct.	Shanghai Moji & Kobe
ARAFURA	6,000	5th Oct.	Moji Kobe Osaka & Yok.
MANUVA	10,902	16th Oct.	Shanghai Moji & Kobe
MIRZAPORE	6,715	23rd Oct.	Shanghai Moji & Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be

received at the Co's Office up to noon on the day previous to sailing

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C. Agents.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailing from Marseilles	Prob. arr. at H'g. and Sailing for Shanghai & Japan	Prob. Sailing for M's.
AMAZONE			14th Sept.
ANGERS			28th Sept.
D'ARTAGNAN		14th Sept.	12th Oct.
ANGKOR		28th Sept.	26th Oct.
PORTHOS	10th Sept.	12th Oct.	9th Nov.
CHAMBORD	24th Sept.	26th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)

S.S. MIN from Dunkirk, L'don, Havre is due to

arrive about 23rd September.

For full particulars apply to Messageries Maritimes Co.

Phone: Central 740 3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE

United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK	20th September.
S.S. SIMALOE	18th October.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA	4th September.
S.S. OOSTKERK	2nd October.
S.S. OUDERKERK	30th October.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574. Agents, York Building.

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
SIBERIA MARU	Monday, 21st Sept. at noon.
TAIYO MARU	Tuesday, 5th Oct.
TENYO MARU	Monday, 18th Oct.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	
ANYO MARU	Tuesday, 12th Oct. at noon.
BOKUYO MARU	Saturday, 27th Nov.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
HAKOZAKI MARU	Saturday, 11th Sept.
HAKUSAN MARU	Saturday, 25th Sept.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 22nd Sept.
AKI MARU	Wednesday, 20th Oct.
MISHIMA MARU	Wednesday, 24th Nov.
NEW YORK and/or BOSTON via PANAMA.	
TAKETOYO MARU	Monday, 5th Sept.
MAYEBASHI MARU	Saturday, 18th Sept.
BUENOS AIRES via Singapore, Durban & Cape Town.	
BOMBAY via Singapore & Colombo.	
SADO MARU	Saturday, 11th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	
GENOA MARU	Tuesday, 21st Sept.
NAGASAKI, KOBE & YOKOHAMA.	
AKI MARU	Saturday, 18th Sept.
SHANGHAI, KOBE & YOKOHAMA.	
HARUNA MARU	Monday, 6th Sept.
MORIOKA MARU	Friday, 10th Sept.
RANGOON MARU (Kobe direct)	Friday, 17th Sept.
KAMO MARU	Tuesday, 21st Sept.

For further information apply to: NIPPON YUSEN KAISHA, Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" sails on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0.	£66. 0. 0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME" 4th September.

M.V. "VIMINALE" 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" 9th September.

S.S. "FIUME" 30th September.

M.V. "VIMINALE" 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails from Calcutta 30th Sept.

Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAPP	16th September.	GLENOGLE	22nd September
GLENSHANE	5th October.	L'don, R'dam & H'burg	Oran
CARMARTHENSHIRE	16th Oct.	GLENGLARRY	20th October
GLENBEG	28th October.	L'don, R'dam & H'burg	via Oran.

Movements are subject to change without notice.

For freight or further particulars please apply to:

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)**MACAO LINE.**FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 10 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 5.30 P.M. only).**SUNDAY EXCURSION.**

On Sunday 5th September s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 10 A.M. and from Macao at 5.30 P.M. arriving at Hongkong about 9 P.M.

SPECIAL TARIFF.Tiff. \$1.50. Dinner \$1.75.
On Friday 3rd Saturday 4th September steamer leaves Macao at 1 P.M. instead of 2 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" Suez Canal From H'kong 24th Sept.

S.S. "CITY OF BATH" Suez Canal From H'kong 8th Oct.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For London, & Havre From Hongkong.

S.S. "KENTUCKY" 30th September.

For Marseilles, Havre, London, & Hamburg From Hongkong.

S.S. "CITY OF RANGOON" 24th October.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong October.

Loading for Mauritius, Delagoa Bay, Durban East London.

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beria, Quillimaine, Ibo,

Port Amelia, Mozambique, Chinde, Inhambana, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-FAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatia" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa, Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:

THE BANK LINE LTD.

Telephones C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" via Suez Canal 10th Sept.

S.S. "CITY OF EVANSVILLE" via Suez Canal 24th Sept.

S.S. "CITY OF BATH" via Suez Canal 8th Oct.

Steamers proceed via Suez Canal or Panama Canal at

Owners option Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS.

Via MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New

Zealand and Tasmanian Ports.

EXCELLENT & MOD. UP TO DATE DINING & SLEEPING ACCOMMODATION.

HONGKONG TO SYDNEY-19 DAYS

STRAITS

TAIPING 10th September 17th September

CHANGTAE 8th October 16th October

TAIPING 9th November 17th November

CHANGTAE 10th December 17th December

For Freight & Passage, apply to-BUTTERFIELD & SWIRE, Agents.

CONSIGNEE NOTICES.

LLOYD TRIESTINO NAVIGATION COMPANY.

From TRIESTE, VENICE,

BRINDISI, PORT SAID, MASSAUA,

ADEN, KARACHI, COLOMBO,

PENANG and SINGAPORE.

Steamership

"FIUME L"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before 8th instant.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

DODWELL & CO. LTD.,

Hongkong, 3, September, 1926.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

J. ULLMANN & Co.

ALEXANDRA BUILDING
CHATER ROAD.

WATCHES
CLOCKS
JEWELLERY
DIAMONDS
CUT GLASSES
FANCY GOODS

HOUSES IN
PARIS, LA CHAUX-DE FONDS.
SHANGHAI, TIENTSIN HANKOW
AND PEKING.

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTEL LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373 Telegraphic Address: "Victoria"

KOWLOON HOTEL.

The Premier Hotel in Kowloon.

This First Class Residential and Tourist Hotel provides the acme of
comfort and service for its guests.
Six stories of up to date elegantly furnished airy rooms with latest
sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon, Bar,
Electric Lift and Telephones to each floor.

Special Rates for Families.

Monthly and Daily Rates at moderate terms.

Under new and progressive management.

Tels. K. 608 & K. 607. Telegraphic Address: "KOWLOTEL" HONGKONG.

THE EUROPE HOTEL. SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.

Tel. Address: GLENEALY HOTEL, Telephone C. 980.
"Glenealy" Hongkong, 3 & 4, Glenealy (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

KWANGTUNG FLOODS.

BOARD OF CONSERVANCY WORKS REPORT.

Water Levels (English Feet) at 8 a.m.

Place of Observation	Height of Water	W.L.	W.L.
Feet	Feet	2/9	1/9
West River at Shantung	41.0	0	12.0
North River at Shantung	42.7	0	12.0
East River at Shantung	42.7	0	12.0
West River at Shantung	41.0	0	12.0
North River at Shantung	42.7	0	12.0
East River at Shantung	42.7	0	12.0

Believing that newspaper photographers may cause his sons to get false notions of their own importance, Mr. John D. Rockefeller, jun., has refused to allow pictures to be taken of his three boys, says Reuter.

For the first time in the history of the gramophone, three records have been successfully taken in the open air by the new electrical process during the Aldershot Military Searchlight Tattoo by the His Master's Voice Company.

GERMAN INDUSTRIAL DEPRESSION.

BIGGER EXPORT TRADE NEEDED.

AMERICAN DUMPING.

Berlin, Sept. 3.

The general depression in German industries and an inability to meet their increasing demands for raw materials, unless there is a considerable expansion of export trade, were emphasised by Herr Duisberg, Chairman of the Association of German Industrialists and Chairman of the German dye industry, in a speech at a general meeting of the Association at Dresden.

Herr Duisberg has just returned from a world tour and he finds the position of the country generally worse than when he left Germany. He said the engineering industry was in a worse position in July than in June. The position of the iron and steel industry was extremely bad, as evidenced by the number of unemployed; while the dyestuff industry, which was the backbone of the chemical industry, was very unsatisfactory, business being under fifty per cent. of the average turnover.

Herr Duisberg accused America of dumping competition and said although the exports in the mining and iron industry had somewhat improved as the result of the British miners' strike, the home demand for coal remained very unsatisfactory.

Herr Duisberg expected the impending conclusion of the iron and steel pact to bring an end to French and Belgian dumping sales in South Germany. The position of the electro-technical industry was generally satisfactory, but paper and textiles were not prospering, with the exception of artificial silk, velvet and silk. He concluded by recommending the strictest economy all round and the reduction of imports to a minimum.—Reuter.

RATE REFUNDS.

LIMIT TO LOCAL CONCESSION.

His Excellency the Governor in Council has ordered under section 2 of the Rating (Refunds) Ordinance, 1926, that refund of rates for the third quarter of the year 1926 be made in any case where, although a tenement has not been wholly vacant, two or more floors thereof have been vacant during the whole of any month in the said quarter. Such refund will not be of the whole of the rates attributable to such vacant floors but will be made having regard to the allowance in the assessment for partial vacancy. No refunds of rates for the said quarter will be made in any case where such rates have not been paid in advance as required by the Rating Ordinance, 1901.

The concession intimated in Government Notification No. 96 of 1926 is confirmed as regards refunds in respect of the months of February and March, and the second quarter of the year 1926; but no concession under such notification or under this order is to be claimed or expected in respect of any period after the third quarter of 1926.

EXCHANGE RATES.

	Rugby, Sept. 3.
New York	4.85%
Geneva	26.14%
Milan	131%
Stockholm	12.14%
Oslo	22.14%
Prague	168%
Madrid	31.06%
Rio	7.9/16
Bombay	1/8.31/32
Hongkong	2/2
Paris	168%
Brussels	176%
Amsterdam	12.11
Berlin	20.89
Copenhagen	18.274
Vienna	24.304
Helsingfors	192%
Habon	2.17/82
Buenos Aires	45%
Shanghai	22.14%
Silver (spot)	23.9/16
Silver (forward)	23.11/16

A representative of the Boiler Manufacturers' Association said he would be prepared to advise sending traffic by road and boycotting the railways if the companies persisted in their new schedules of carriage rates.

WAR ANALYSED.

(Continued From Page 1.)

NOT EASY TASK.

Marshal Wu's task is not an easy one. Not only is he faced in Hunan with a compact and well-disciplined army under a vigorous and trusted commander, but he is also threatened with danger from his rear. Honan is by no means united.

Beside other disintegrating elements there is the menace from the bandit Fan Chun-hsiu, who has nine counties of that province under his control. Fan is a pronounced adherent of the Canton Government and might at any time endanger the line of communications between Marshal Wu and his northern base.

Further, it is now reported, that the Kuomintang in the North has been placed at the service of the command of the Southern expedition. This has been brought about by the intervention of Mr. George Hsu, one of the advisers of General Feng. Whether this new combination will result in any immediate result is doubtful. On the other hand, to counteract any possible difficulty that may face Marshal Wu through inadequate forces, he has the promised help of the Tschun of Chihli; General Chang Hsueh-liang.

HUNAN'S INVITATION.

To complete a description of the present position of the military situation it should be further said that General Chang Kai-shek has moved his army to Hunan on the invitation of the military leader of that province. This has a touch of the ancient virtue of conquerors about it. It bears a flavour of moral justification. For it will be remembered that all creators of new dynasties came as saviours in response to the cry of the people. In this case, however, the cry for help did not emanate from an oppressed people, but from a military leader in difficulties, which is a very different matter. As a matter of fact, the summons to Canton has not been approved by the representatives of the people, since the provincial Assembly is hostile to the invasion. The leaders are politically hostile to the principles of the Canton Government. They deride its communistic tendencies and fear its Red influences.

So the invitation was from Tang and his military associates. Tang Seng-chi used to be a subordinate of General Chao Heng-ti, but being of a more aggressive nature he supplanted his chief and became the Tschun of Hunan. Later on he was driven from his post by Yeh Kai-sin. And thus in his plight he appealed to Canton for aid. This was forthcoming and by this united force General Yeh, in turn, was defeated and expelled. This was the beginning of the military connection between the two parties, and led to the invitation to come in force to occupy Hunan.

"ARCH-ENEMY" OF CLUBS.

HOME SECRETARY ATTACKED.

Sir William Joynson-Hicks, the Home Secretary, is attacked in the Conservative Clubs' Gazette, the official organ of the Association of Conservative Clubs, in connection with the Government's decision to postpone dealing with the hours of sale of intoxicating drinks in Clubs.

"It is clear," it is said, "that the Government has not the slightest intention of dealing with the clubs' demand this year, and that the Southborough committee having reported in the autumn, the Cabinet will probably at some late date consider the question."

"The subject will then probably be referred either to a royal commission or a special committee, or what is far more likely, be shelved altogether. This is, from the club's standpoint profoundly disappointing. Frankly we expected something very different from a Conservative Government."

"The Home Secretary, who is and always has been our arch-enemy on this subject, has won the day for procrastination." It is added, "and if he has ostracised the club vote from the Government to him the blame. Recent by-elections have shown that the Government has not so many feathers to fly with that it can afford to incur the hostility of close on two million voters."

NEW CONFERENCE CALLED.

MINERS' REQUEST TO GOVERNMENT.

REDUCING LABOUR COSTS.

Rugby, Sept. 3.

The Miners' Executive in consultation with Mr. Ramsay MacDonald and other members of the Parliamentary Labour Party, have spent most of the day in discussing and drafting proposals with a view to re-opening the coal negotiations. It is stated that good progress was made. When completed, the proposals will be submitted to the Government, who will then decide whether they offer a basis for fruitful negotiations. It is hoped, the proposals show a definite advance, the Government will invite the mine owners to resume negotiations and to display reciprocal concessions.

Mr. Winston Churchill, who will be responsible for any action taken by the Government during the Premier's absence abroad and the Labour and Mines Ministers, are remaining in London during the week-end, to deal with developments.

The Miners' Executive will probably approach the Government to-morrow.—British Wireless.

CHANCELLOR RECEIVES REQUEST.

London, Sept. 3.

A letter addressed to the Chancellor of the Exchequer, signed by Mr. A. J. Cook states that the Miners' Executive and Delegate Conference request the Chancellor to convene and attend a conference with the Mining Association and the Miners' Federation, as the latter are prepared to negotiate a new national agreement with a view to reducing labour costs to meet the immediate necessities of the industry.—Reuter.

CONFERENCE CALLED.

Later.

Following the receipt of the letter from the Executive of the Miners' Federation, the Government requested the Mining Association to resume negotiations.—Reuter.

BANK RETURNS.

FIGURES FOR AUGUST.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1926, as certified by the Managers of the respective banks:

	China	Hongkong and Shanghai Banking Corporation	Mercantile Bank of India, Limited
	13,577,005	5,300,000	
	40,168,709	38,000,000	
	1,529,810	550,000	
Total	\$55,275,614	\$41,850,000	

*In addition Sterling Securities deposited with the Crown Agents valued at \$1,259,400.
†In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,108,007.
‡In addition Securities deposited with the Crown Agents valued at \$280,000.

BANKRUPTCY COURT.

LATEST NOTIFICATIONS.

It is notified that a first and final dividend of 25 per cent. has been declared in the case of Wong Au-shi, sole proprietress of the Tai Fung Hing Kee, of 121, Bonham Strand East, bamboo goods dealers.

The hearing of the application for discharge from bankruptcy by Pang Chik, carrying on business as a building contractor under the firm name of Luen On Company, is to be heard at the Supreme Court at 10.30 a.m. on the 18th instant.

A meeting of the creditors of the Wing Cheong Hong China Product Co., Ltd. (in voluntary liquidation) is to be held at the On Lok Yuen, 31, Des Voeux Road Central, on the 11th instant at 4 p.m.

General Massand Amorim, High Commissioner of Mozambique, has been appointed Governor-General of Portuguese India following the retirement of the former Governor-General Senhor Martins.

Entertainments.

QUEEN'S THEATRE

TO-NIGHT at 9.30 p.m.

POSITIVELY FINAL PERFORMANCE
of
RUTH ST. DENIS, TED SHAWN
and the
DENISHAWN DANCERS

including
their very latest big number

A CHINESE BALLET

TO-DAY at 2.30, 5.15 & 7.15 p.m.

KINGS OF THE TURF

DON'T FORGET THAT

LAUGHTER WEEK

STARTS TO-MORROW

WORLD

TO-DAY

at 5.15 & 9.15 only

WILLARD LOUIS

in

THE MAN WITHOUT A CONSCIENCE

STAR

CONTINUOUS

5.30 to 11.15 p.m.

RICHARD BARTHELMESS

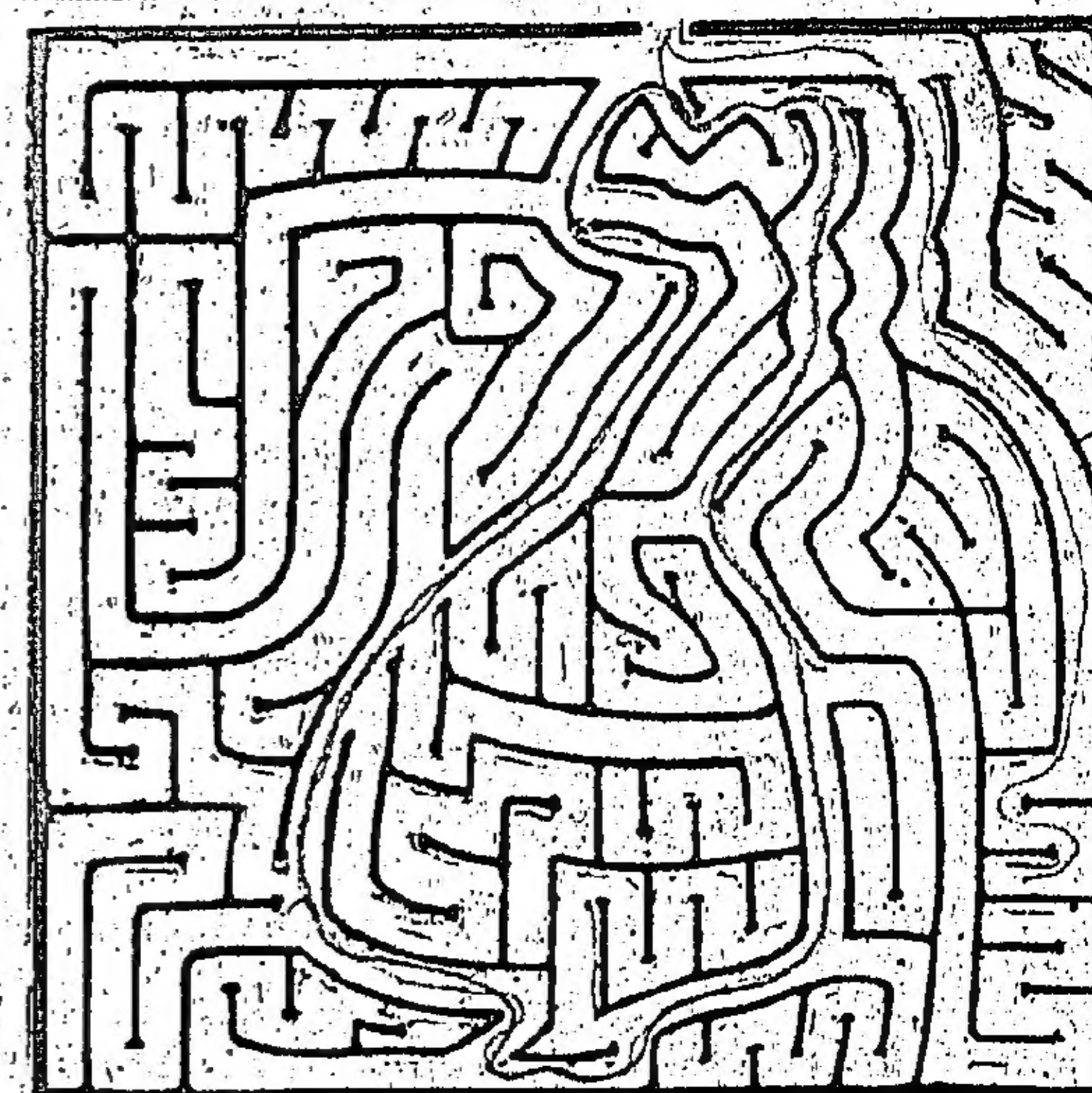
in

FURY

A Thrilling Drama of the Sea

THE MYSTIC MAZE

By WALTER B. GIBSON



A picture is concealed in the twistings and turnings of this mystic maze. Take a pencil and try to find your way through. If you discover the proper path, it will lead you on a long course through the maze, and will finally bring you back where you started. The correct path is open all the way through; you will have to retrace your moves until you finally come back to the starting point.

When you have traced the correct course through the maze, the line that you have drawn will form the outline of a picture. Fill in the outline with your pencil, and you will have a perfect silhouette of the hidden picture.

Watch for the answer and a new last Saturday's Hidden Picture—Mystic Maze Puzzle Picture next Saturday.



Swan.